

# Rezoning Transportation Analysis

Petition Number: 2019-072

General Location Identifier: 04507101, 04509301

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

**Reviewer:** Isaiah Washington  
Isaiah.washington@charlottenc.gov  
704-432-6511

## Revision Log:

Date	Description
07-18-19	First Review
08-15-19	Second Review

## General Review Information

The site is on Cannon Avenue (minor collector, city maintained) and is in a wedge outside Route 4.

### Active Projects Near the Site:

- Oneida Sidewalk Project
  - The project will implement sidewalk along Oneida Road from North Graham Street to Garvis Drive.

---

*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 project is located along a Minor Collector. The site commits to dedicating R/W and upgrading the street scape along Cannon Avenue. CDOT is requesting that the petitioner update the plans to show the future curb alignment needed for the requested Urban zoning. CDOT is also requesting the petitioner create an internal connection from the public road to the proposed private street per the subdivision ordinance. The Traffic Impact Study has not yet been approved.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	NA	0	Tax Record
Entitlement with Current Zoning	Single Family (38.83 acres of R-4)	155 dwellings	1,560	General Guidance from Planning
Proposed Zoning	Single Family	525 dwellings	4,780	TIS: 05-13-19
	Single Family	425 dwellings	3,940	Site Plan: 08-12-19
	Single Family	350 dwellings	3,290	Site Plan: 09-16-19

# Rezoning Transportation Analysis

Petition Number: 2019-072

General Location Identifier: 04507101, 04509301

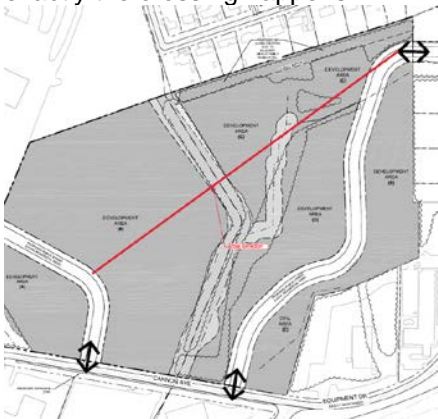
## Outstanding Issues

~~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. **Cannon Avenue:** The future back of curb is located and to be installed 17.5' from centerline based on Chapter 19 and the Urban Street Design Guidelines Collector cross-section.

The site plan should show the curb and gutter labeled and dimensioned from the centerline for each road.

2. **Traffic Study** A Traffic Impact Study is necessary for the complete review of this petition. CDOT sent response to comments on 7/3/19. Further comments to come pending the finalization of the TIS.
3. ~~The petitioner should revise the site plan and conditional note(s) to commit to dedicate 36' right-of-way from the road centerline of Cannon Avenue per the Subdivision Ordinance. 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 an 8-foot planting strip, and 8-foot sidewalk on Cannon Avenue based on the dwelling units per acre as referenced by the Subdivision Ordinance and the Urban Street Design Guidelines Collector cross-section. The site plan should label and dimension both items from the back of curb and gutter and road centerline.~~
5. ~~The Subdivision Ordinance requires a Residential Wide Public Street connection between the two proposed streets. The petitioner should revise the site plan and conditional note(s) to provide internal public street connection across the creek. The street is needed to improve street connectivity by providing multi-modal access to the residents and reduce congestion. CDOT is flexible on where exactly the crossing happens.~~



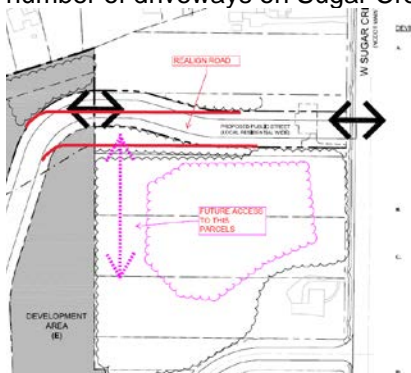
6. The petitioner should revise the site plan and conditional note(s) to realign the road extension to sugar creek so that the R/W completely abuts the property line as shown below. The realignment will

# Rezoning Transportation Analysis

Petition Number: 2019-072

General Location Identifier: 04507101, 04509301

~~provide access private/public drive to the parcels along West Sugar Creek Road, and reduce the number of driveways on Sugar Creek Road.~~



- ~~7. The petitioner should revise the site plan and conditional note(s) to specify the townhomes will be alley/rear loaded.~~
8. The petitioner should revise the site plan and conditional note(s) to provide more detail that shows the location of the on-street parking for the public roads and add cross-sections for the proposed public and private roads.
- ~~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.~~
11. The petitioner should revise the site plan and conditional note(s) to show connection between internal roads as required per City Ordinance 20-23 C , internal connectivity. **(Per site plan 8/12/19)**

~~Resolved-Sample format for comment that is resolved~~

## 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 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

# Rezoning Transportation Analysis

**Petition Number: 2019-072**

*General Location Identifier: 04507101, 04509301*

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.