

Rezoning Transportation Analysis

Petition Number: 2019-080

General Location Identifier: 15906103, 15906132, 15906129

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Revision Log:

Date	Description
07-16-19	First Review

General Review Information

The site is on Commonwealth Avenue (minor collector, city maintained) and is in a corridor outside Route 4. The site is within the limits of the Independence Boulevard Area Plan.

Active Projects Near the Site:

- Monroe Road Streetscape
 - The project will develop a transformative community along Monroe Road from Briar Creek Road to Sharon Amity Road. Design and planning is currently taking place on this project. Phase I improvements in this project are to be implemented by April 2019.
- South Pedestrian and Bike Boulevard
 - The project will improve pedestrian and bicycle connectivity by providing a network paralleling Independence Boulevard to improve overall connectivity.
- Oakhurst-Amity Garden Street Connector
 - The project consists of realigning Shade Valley Road with Commodore Street and Monroe Road. The project will provide left-turn lanes on Monroe Road and a traffic signal at the intersection. In addition, the project will provide a roundabout at the intersection of Shade Valley Road and Oakhurst Commons 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

To be provided prior to public hearing.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	4 dwellings	40	<i>Tax Record</i>
Entitlement with Current Zoning	Single Family (6.19 ac of R-5)	30 dwellings	600	<i>General Guidance from Planning</i>

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	Apartments (4.96 ac of R-8MF)	39 dwellings		
Proposed Zoning	Townhomes	140 dwellings	1,020	<i>Site Plan: 04-18-19</i>

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. **Commonwealth Ave:** The future curbline is in its existing location.
2. **Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition.
3. Per Chapter 20 Subdivision ordinance, 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 all internal roads. The site plan should label and dimension both planting strip and sidewalk from the back of curb and gutter from the road centerline.
4. The petitioner should revise the site plan showing the Urban Street Design Guideline Local Residential Wide typical section for both Proposed Public Streets.
5. 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.
6. 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. 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

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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.