

Rezoning Transportation Analysis

Petition Number: 2019-141

General Location Identifier: 15720312

From: Felix Obregon, PE

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Reviewer:

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Revision Log:

Date	Description
11-13-19	First Review

General Review Information

The site is at the unsignalized intersection of Sharon Amity Road (major thoroughfare, city maintained) and Castleton Road (local, city maintained) and is in a wedge outside Route 4.

Active Projects Near the Site:

- Sharon Amity Sidewalk Improvements
 - This project will provide sidewalk on south side of N. Sharon Amity Road from Tangle Drive to Craig Avenue. The project length is .32 miles.
- 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.
- Pierson Drive Extension
 - This project will extend the existing Pierson Drive at Wal-Mart on Independence Boulevard and connect it to Monroe Road. This connection will provide connectivity for neighborhoods on both sides of Independence Boulevard to increase mobility for transit user(s).
- Idlewild Road and Monroe Road Intersection
 - This project will identify improvements at the Idlewild Road and Monroe Road intersection to enhance conditions for all users including vehicles, pedestrians, bicyclists, and transit users. Improvements will include pavement widening to accommodate dual left-turn lanes at all intersection approaches incorporating bicycle lanes, pedestrian refuge islands, new sidewalks, and various improvements.

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.

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Transportation Summary

The site is located on a major thoroughfare road. The petitioner should revise the site plan to meet the ordinance requirements and the outstanding items listed below.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	1 dwelling	10	Tax Record
Entitlement with Current Zoning	Single Family (0.44 ac of R-3)	1 dwelling	10	General Guidance from Planning
Proposed Zoning	Townhomes	5 dwellings	40	Site Plan: 09-10-19

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

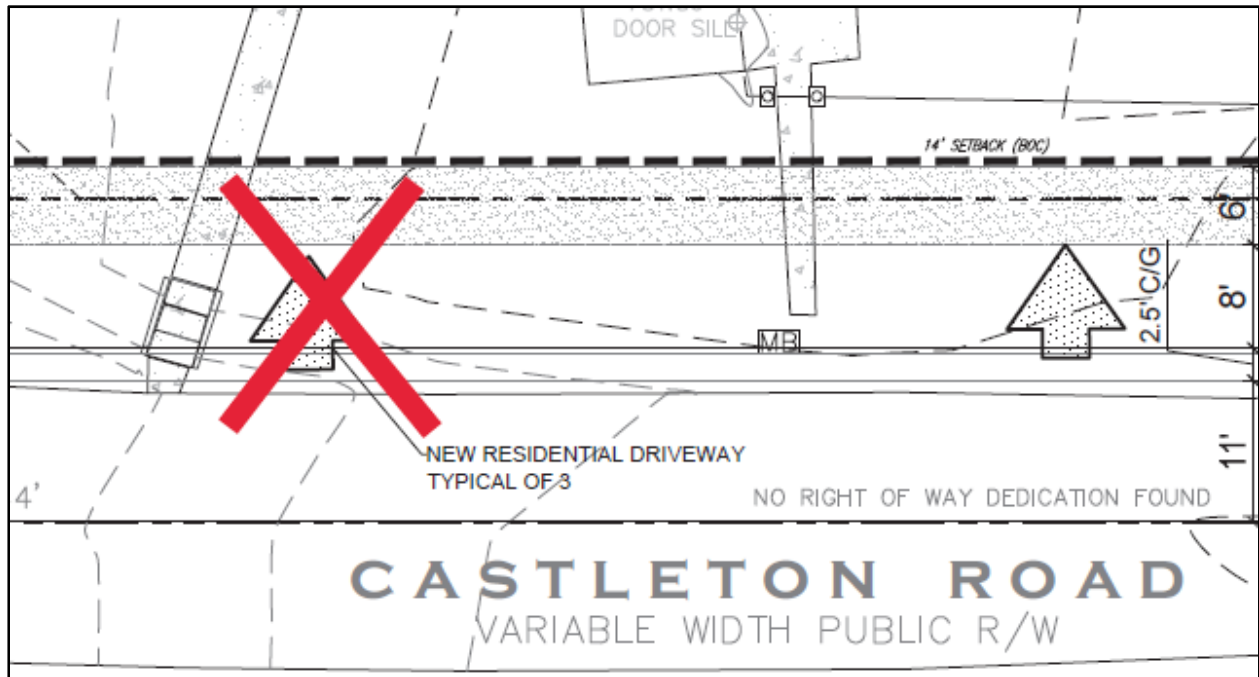
- Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline.
 - North Sharon Amity Road:** The future location of the curb and gutter should be measured 33' from the centerline of North Sharon Amity Road to include an 11-foot left turn lane, 2-11-foot travel lanes and 2.5' curb and gutter.
 - Castleton Road:** The future location of the curb and gutter should be measured 11' from the centerline of Castleton Road to include an 11-foot travel lane and 2.5' curb and gutter.

The site plan should show the curb and gutter labeled and dimensioned from the centerline for each road.
- Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition.
- North Sharon Amity Road is an existing major thoroughfare located outside Route 4 which requires a 100-foot right-of-way. The petitioner should revise the site plan and conditional note(s) to commit to dedicate 50-foot right-of-way from North Sharon Amity Road centerline. The site plan should label and dimension the right-of-way from the road centerline.
- North Sharon Amity Road has been identified on the High Injury Network due to a serious injury crash. The petitioner should revise the site plan and conditional note(s) to include a northbound left turn lane onto Castleton Road.
- The proposed Urban Residential zoning requires an updated streetscape along North Sharon Amity Road. The petitioner should update the site plan to commit to construct an 8-foot planting strip and 6-foot sidewalk to comply with the North Sharon Amity Road Sidewalk Improvements Capital Improvement Plan.
- The petitioner should revise the site plan and conditional note(s) to eliminate the driveway closest to the intersection of North Sharon Amity Road and Castleton Road. Due to the proximity of the proposed driveway to the existing intersection at Castleton Road and North Sharon Amity Road, CDOT will not allow this access point.

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7. 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.
8. 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.

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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.