

Rezoning Transportation Analysis

Petition Number: 2019-098

General Location Identifier: 157016029

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Reviewer: Eric Lemieux, PE
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Revision Log:

Date	Description
08-21-19	First Review
10-21-19	Second Review

General Review Information

The site is at the unsignalized intersection of Sam Drenan Road (minor collector, city maintained) and Sandewood Road (local, city maintained) and is in a wedge inside Route 4.

Active Projects Near the Site:

- Grier Heights Sidewalk
 - This project will provide sidewalk and planting strips along the following streets: Orange Street (east side from McVay Street to Dunn Avenue); Dunn Avenue (south side from Orange Street to Heflin Street); Heflin Street (both sides from Dunn Avenue to McVay Street).
- East/Southeast Corridor Sidewalk and Bikeway Improvements
 - This project will provide a multi-modal facility south of and roughly paralleling Independence Boulevard from the Briar Creek Greenway to Mason Wallace Park.
- Monroe Road Streetscape
 - This project will create a more pedestrian-oriented and mixed-use development corridor as recommended in the Independence Boulevard Area Plan. Possible improvements may include widened sidewalks, accessibility ramps, new bus shelters, bike lanes, on-street parking, pedestrian lighting, and improved neighborhood accessibility.
- Briar Creek Road Connector
 - This project will improve the sidewalks on Briar Creek Road, Television Place, and Washburn Avenue between Commonwealth Avenue and Monroe Road and investigate adding bicycle facilities.

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

This site is located along Sam Drenan Road, which is a minor collector. The site plan commits to dedicating a 10-foot wide permanent greenway easement for an 8-foot multi-use path for a future greenway connection from Sam Drenan Road to the future Briar Creek Greenway. The petition may have an associated abandonment. This conditional rezoning petition shall address the Outstanding Issues below.

Trip Generation

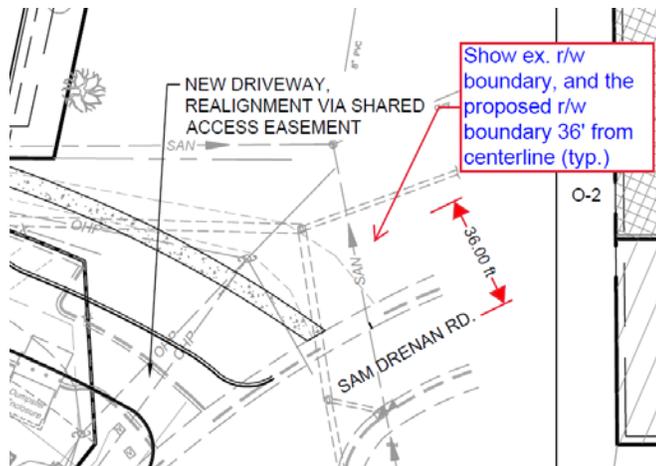
Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Radio transmission tower	NA	0	Tax Record
Entitlement with Current Zoning	Single Family (8.12 ac of R-5)	40 dwellings	450	General Guidance from Planning
Proposed Zoning	Medical Office Townhomes	12,500 sf 25 dwellings	570	Site Plan: 10-14-19

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.~~

 - Sam Drenan Road:** ~~The future location of curb and gutter is in its existing location.~~
- Traffic Study** ~~A Traffic Impact Study is not necessary for the complete review of this petition.~~
- Technical Correction based on site plan 10/14/19** ~~In conjunction with requesting an abandonment of the existing right-of-way located at the intersection of Orange Street and Sam Drenan Road, the petitioner should revise the site plan and conditional note(s) to commit to dedicate 36 feet of right-of-way from the Sam Drenan Road centerline, per USDG U-07 Local Collector Street within the Charlotte Land Development Standards Manual (CLDSM). The site plan should label and dimension the right-of-way from the road centerline. A right-of-way abandonment is no longer required at this revised intersection. The existing right-of-way may remain, unless an abandonment or land swap is pursued by the petitioner.~~

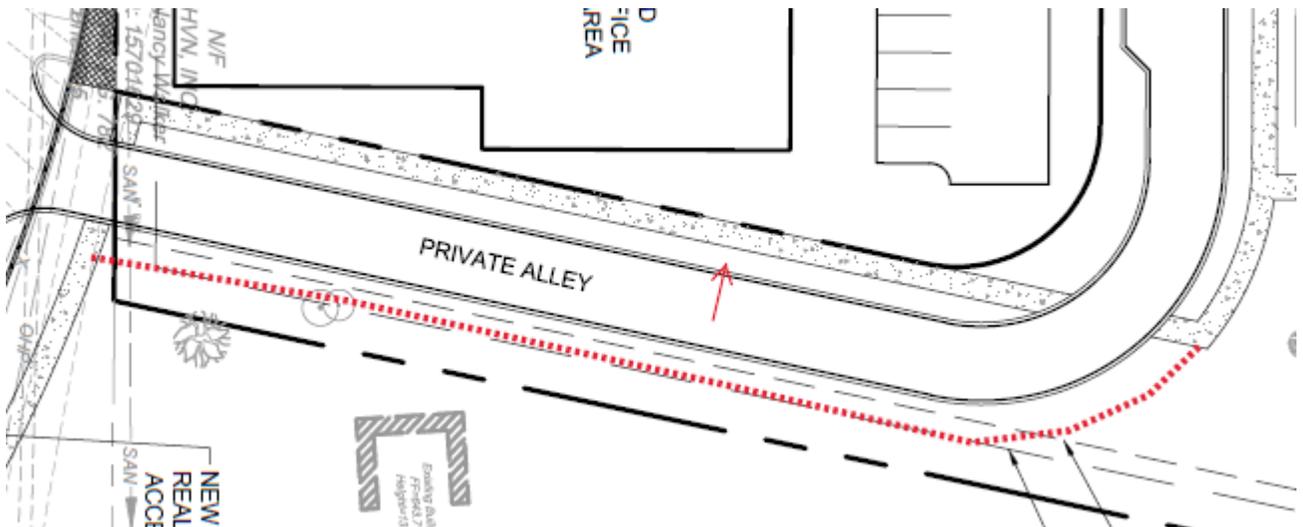


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4. ~~CDOT requests for the petitioner to revise the site plan and conditional note(s) to commit to constructing an 8-foot multi-use path from Sam Drenan to the future Briar Creek Greenway alignment, per CDOT's Greenway Masterplan, within a 10-foot wide greenway public easement.~~
5. ~~Chapter 11 of the Zoning Ordinance and Chapter 19 requires a minimum of an 8' planting strip with 6' sidewalk along Sam Drenan Road. CDOT requests for the petitioner to revise the site plan and conditional note(s) to commit to constructing an 8-foot multi-use path, with an 8-foot planting strip, from Sam Drenan Road to Orange Street. The site plan should label and dimension both items from the back of curb and gutter and road centerline. The 8-foot multi-use path would provide a future connection from the adjacent neighborhood to the future Briar Creek greenway alignment.~~
6. ~~The petitioner should revise the site plan and conditional note(s) to modify the proposed driveways to Charlotte Land Development Standards Manual (CLDSM) standard detail 10.25E Type II Modified Driveway.~~
7. ~~The petitioner should revise the site plan and conditional note(s) to relocate the proposed 5-foot wide sidewalk to the opposite side of the private alley. The petitioner should shift the private alley to the west, to avoid encroaching into the type "C" buffer or 10-foot side yard.~~



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

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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.