

# Rezoning Transportation Analysis

Petition Number: 2020-027

General Location Identifier: 10304199, 10304140, 10304108

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Revision Log:	Date	Description
	02-18-2020	First Review

## General Review Information

This site is located at the signalized intersection of Sharon Amity Road (major thoroughfare) and Central Avenue (major thoroughfare) and is located in a center outside Route 4. The site also has a border along Wilora Lake Road (Minor Collector).

### Active Projects Near the Site:

- Project Name
  - City Lynx Gold Line – Future phases

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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 78-acre site is located at the corner of Central Avenue and Sharon Amity Road, two major thoroughfares. The currently vacant site is adjacent to an existing CATS Eastland Community Transit Center. The previous use for the subject site was the Eastland Mall, which was entitled with a trip generation of 35,420. The proposed project will include a mixed-use development project, with residential, office, retail, civic, sports entertainment and cultural uses. A traffic impact study is required to determine the appropriate transportation mitigations, with an emphasis on multi-modal improvements.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	NA	0	Tax Record
Entitlement with Current Zoning	Retail	1,357,210 sf	35,420	RZ 1985-038, RZ 1993-003, RZ 1995-056, and RZ 2003-038

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Proposed Zoning	78 acres of MUDD-O and MX-2 (Innov.)	Waiting on TIS submittal to determine daily trips	Site Plan: 01-26-20
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## 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.
  - Sharon Amity Road:** The future location of curb and gutter is in its existing location.
  - Central Avenue:** The future location of curb and gutter is in its existing location.
  - Wilora Lake Road:** The future location of curb and gutter is in its existing location.

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 necessary for the complete review of this petition.
- The petitioner should revise the site plan and conditional note(s) for street typical "A" and "B" to provide 10.5-foot travel lanes to meet the minimum Subdivision ordinance Urban Street Design Typical.
- The petitioner should revise the site plan and conditional note(s) for street typical "A" and "B" to provide an 8-foot wide minimum planting street and 6-foot minimum sidewalk width to meet the minimum ordinance requirements.
- 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.
- 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.
- ~~**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.

- 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.
- 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.
- 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.
- All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.

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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.