

Rezoning Transportation Analysis

Petition Number: 2020-066

General Location Identifier: Tax ID 21313828

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Revision Log:

Date	Description
5/18/20	First Review (MM)

General Review Information

The petition is located on the northeast corner of Sardis Rd. North (a minor thoroughfare) and Sunnywood Ln. (a collector street for 2 blocks north of Sardis Rd. North, then a local street thereafter). Both streets are City-maintained. The petition is located in a designated Wedge outside Route 4.

Active Projects Near the Site:

- N/A

CDOT's review of this rezoning petition is intended to provide consistency with council adopted policies, plans, standards and guidelines including, but not limited to, the [Transportation Action Plan \(TAP\)](#), [Vision Zero](#), [Urban Street Design Guidelines \(USDG\)](#), [Center Corridor and Wedges](#), [Charlotte BIKES](#), [Traffic Impact Study Guidelines](#) and [Charlotte WALKS](#). With a commitment to design complete streets, this review is 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

The site is located on the northeast corner of Sardis Rd. North (a minor thoroughfare) and Sunnywood Ln. (a collector street for the first 2 blocks north of Sardis Rd. North). Sunnywood Ln. provides direct access to the McAlpine Creek Greenway within ½ mile. 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	Vacant	NA	0	Tax Record
Entitlement with Current Zoning	Single Family (3.62 ac of R-3)	10 dwellings	100	General Guidance from Planning
Proposed Zoning	Single Family	18 dwellings	180	Site Plan: 03-26-20

Please provided responses to our comments.

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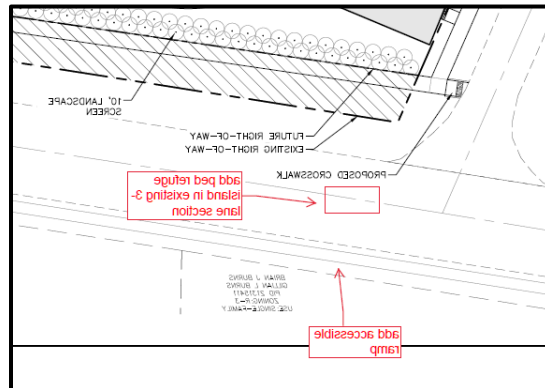
Outstanding Issues

~~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. **Sardis Rd. North:** The future location of curb and gutter needs to be 26.5' centerline to face of curb.
 - b. **Sunnywood Ln.:** The future location of curb and gutter needs to match a residential medium 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 not necessary for the complete review of this petition. If during the permitting process the site generates more than 2500 daily trips, then a traffic study will be required.
3. The petitioner should revise the site plan and conditional note(s) to commit to constructing a left-turn lane on Sardis Rd. North to the proposed access point.
4. The petitioner should revise the site plan and conditional note(s) to commit to constructing a pedestrian refuge island in the existing gore of Sardis Rd. North just east of Sunnywood Ln. and an accessible ramp on the south side of Sardis Rd. North.



5. The petitioner should revise the site plan and conditional note(s) to funding the cost of a pedestrian hybrid beacon (PHB) at the pedestrian crossing described in comment 3. Traffic volumes and speeds on this part of Sardis Rd. North are high enough that a pedestrian refuge island alone is insufficient.
6. **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. 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 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.

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3. The proposed driveway connection(s) to public streets will require a driveway permit(s) to be submitted to CDOT 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 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.