

Rezoning Transportation Analysis
Petition Number: Insert Zoning Petition #2022-027
General Location Identifier: 18317703

From: Jake Carpenter, PE
Jacob.Carpenter@charlottenc.gov
980-221-5675

Reviewer: Alfred Oyoyo
Alfred.Oyoyo@charlottenc.gov
704-336-3939

Revision Log:

Date	Description
07-28-2022	First Review (AO)

General Review Information

The petition is located on Sharon Road, a City-maintained major thoroughfare (Class III Commercial Arterial) in between Coltsgate Road, a City-maintained local street and Element Way, a private local street. The petition is located in the SouthPark Mixed Use Activity Center outside of Route 4, and within the limits of the SouthPark Small Area Plan.

- Active Projects Near the Site:
- SouthPark CNIP- The Loop

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 a Sharon Road, a City-maintained major thoroughfare (Class III Commercial Arterial) in between Coltsgate Road, a City-maintained local street and Element Way, a private local street. A Traffic Impact Study (TIS) is not needed for this site. Site plan revisions are needed to meet ordinance requirements and/or the outstanding items including, but not limited to committing to enhance the pedestrian crossing at the existing traffic signal, performing a TTM prior to permitting, labeling and dimensioning the curb and gutter from the centerline for Sharon Road, committing to dedicate right-of-way along Sharon Road and commit to making connection to Colmore Lane. Further details are listed below:

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Drive-In Bank Fine Dining Restaurant General Office	4,989 SF 9,658 SF 7,781 SF	1,425	<i>Tax Record</i>
Entitlement with Current Zoning	Retail Medical-Dental Office (MUDD-O, 2.274 acres)	20,000 SF 85,000 SF	4,135	<i>RZ 2010-053</i>
Proposed Zoning	Retail Medical-Dental Office (MUDD-O SPA, 2.274 acres)	20,000 SF 85,000 SF	4,135	<i>Site Plan: 02/18/22</i>

Provide comments to the specified comments below.

Outstanding Issues

~~Strikethrough~~ = Resolved

1. **Curbline:** The proposed zoning district has a setback measured from back of the existing or proposed future curbline.
 - a. **Sharon Road:** Future back of curb and gutter to be placed 44-feet measured from Sharon Road centerline.

Label and dimension the curb and gutter from the centerline for each road on the site plan.

2. **Traffic Study:**
A Traffic Impact Study (TIS) is not necessary for the complete review of this petition due to the site generating less than 2,500 daily trips. If during the permitting process the site generates more than 2,500 daily trips, then a traffic study will be required.
3. Revise site plan and conditional note(s) to commit to dedicating right-of-way from the road centerline. The site plan shall label and dimension the right-of-way from the road centerline.
4. Revise conditional note(s) to clarify Section 4.C, regarding future connectivity to Coltmore Lane. Petitioner to commit to making the connection to Coltmore Lane.
5. Add a site plan conditional note committing to relocating the existing crosswalk across Sharon Road to south side of the intersection, including all design changes needed to accommodate the crossing changes, if not completed by others prior to permitting.
6. Add a site plan note committing to performing a Technical Traffic Memorandum (TTM) prior to permitting that analyzes the traffic signal at Sharon Road and South Park Drive/Site Entrance to determine if any signal phasing changes are needed and to determine the appropriate design of the site driveway approach to the signal.
7. Add a site plan note(s) 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 as needed. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible.

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8. Add a site plan note specifying that all transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued as needed. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.

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Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. These requirements shall be reflected 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. 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, per the City of Charlotte's Driveway Regulations.
3. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 50' x 50' sight triangles (and two 10' x 70' sight triangles on NCDOT-maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs shall not interfere with sight distance at the entrance(s) and shall 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 NCDOT 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit 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 construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.
8. The petitioner needs to complete and submit the [Right of way Abandonment Petition form](#) to CDOT for review. The decision of this rezoning petition does not correlate with the decision of the possible abandonment, as this decision is issued within the separate Right of Way Abandonment process that is controlled by North Carolina General Statutes.
9. To attain a street and pedestrian lighting recommendation, the petitioner should coordinate with Anthony Mendez, CDOT. Please visit the following link:
<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>