

Rezoning Transportation Analysis

Petition Number	2016-059	Updated	4/22/2016
Location	Approximately 1.25 acres located on the north side of West Boulevard between Billy Graham Parkway and Leake Street.		
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CDOT's Review of this rezoning petition is intended to ensure consistency with the Transportation Action Plan (TAP). The TAP seeks to ensure that Charlotte'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 to be used in the overall City staff analysis of the rezoning petition and includes information on trip generation, outstanding site plan concerns, and an overall summary of the case from a transportation perspective.

Based on our review of the petition, we offer the following information for your consideration.

Transportation Summary

This site is on the corner of the unsignalized intersection of an existing major thoroughfare and a local street. The primary concern for this site is the potential for internal stacking to extend from the site's southern access point onto West Boulevard during peak times. The site plan does not address this concern. If the outstanding issue is not resolved, this would likely negatively impact the operation of West Boulevard which borders and serves the Old Coliseum Multi Use and Airport Industrial Activity Centers.

Trip Generation

	Existing Zoning		
Scenario	Land Use	Intensity	Trip Generation (Vehicle trips/day)
Existing Use	Vacant	N/A	0
Entitlement	Day Care	20k sf	1480

	Proposed Zoning		
Site Plan Date	Land Use	Intensity	Trip Generation (Vehicle trips/day)
2/15/2016	Day Care	25k sf	1850
4/14/2016	No Change	-	-

Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline. The location of the curbline is depicted correctly on the current site plan.

Resolved Issues

N/A

Outstanding Issues

1. CDOT has concerns with traffic stacking onto New Renaissance Way and West Blvd. CMS is building a school across from the site which will create traffic at peak times. The daycare will have similar peak times and will increase the amount of traffic at these times. CDOT recommends the petitioner show how the pick-up and drop-off operation will work and avoid stacking onto the public streets? CDOT may not support intensification of this site unless the site design and operation eliminates any potential queuing onto public streets.

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.
3. The proposed driveway connection(s) to West Blvd will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation 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.