

## Rezoning Transportation Analysis

<b>Petition Number</b>	2016-061	<b>Updated</b>	3/28/2016
<b>Location</b>	Approximately 26.56 acres located on the northeast corner at the intersection of Wilora Lake Road and Venedale Road.		
<b>Staff Resource</b>	Kory Hedrick	<a href="mailto:khedrick@charlottenc.gov">khedrick@charlottenc.gov</a>	704.432.6511

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 petition proposes to reconnect Wilora Lake Drive, which was disconnected in the early 1980’s. While the disconnection was consistent with the area plan adopted in 1980, it is now the policy of the City of Charlotte through the Transportation Action Plan (TAP), to support these types of local street connections.

### Trip Generation

Existing Zoning			
Scenario	Land Use	Intensity	Trip Generation (Vehicle trips/day)
Existing Use	Vacant/Single Family		
Entitlement	Single Family	79 dwellings	850

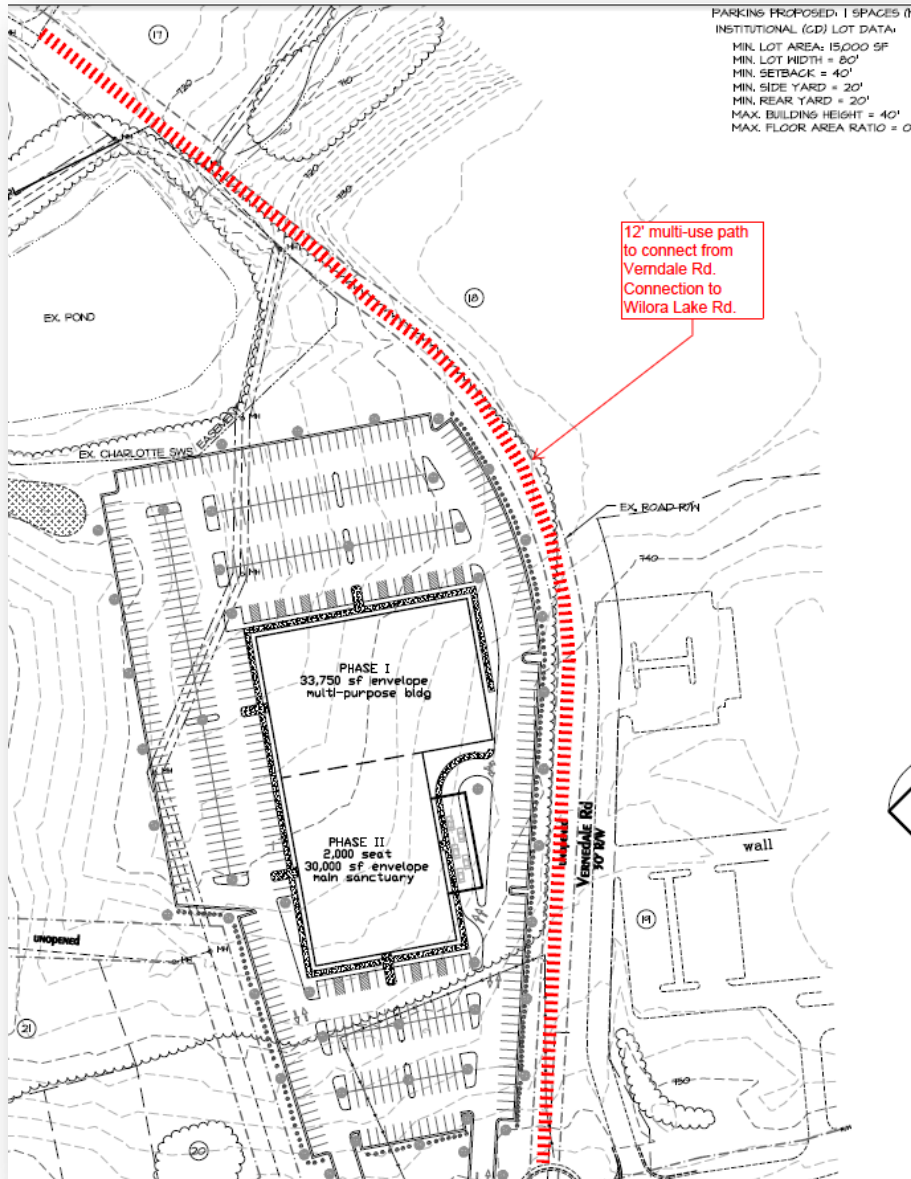
Proposed Zoning			
Site Plan Date	Land Use	Intensity	Trip Generation (Vehicle trips/day)
Undated	Church Seats Church/Multi-Use Space	2000 33.75k sf of meeting space	1810

	Single Family	24 dwellings	
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**Resolved Issues**

**Outstanding Issues**

1. CDOT requests that the petitioner install a 12' multi-use path in the existing right of way for Verndale Rd. This connection would be similar to as shown below:



2. The petitioner should remove the cul-de-sacs as part of the proposed street extension of Wilora Lake, and reconnect the existing driveways to Wilora Lake.

3. CDOT requests that the petitioner eliminate one of the proposed driveway connections to Wilora Lake Rd.

### **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 Central Ave. 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.