

Rezoning Transportation Analysis

Petition Number: 2017-009

General Location Identifier: 02515117

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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.

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

Transportation Summary

To be provided prior to public hearing.

General Description

The site is located in a wedge and its access is provided by WT Harris Blvd., a major thoroughfare, planned as a 4-lane divided boulevard street cross-section, with 5' bike lanes. The site is within the Westside Strategy Plan. WT Harris Blvd. is planned to be extended north of Mt. Holy-Huntersville Rd. into Huntersville's city limits. The site was rezoned in 2007 (see petition 2007-145).

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	0	<i>Tax Record</i>
Entitlement with Current Zoning	Single Family (2.97 acres of R-3)	8 dwellings	80	<i>RZ 2007-145</i>
Proposed Zoning	Age Restricted Apartments	75 dwellings	245	<i>Site Plan: 10-24-16</i>

Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline. The location of the future WT Harris back of curbline is 38.0' as measured for the street's existing centerline.

Resolved Issues

N/A

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Outstanding Issues

1. The petitioner should revise the site plan to depict and label the following items along the site's WT Harris Blvd. frontage:
 - Existing and proposed right-of-way,
 - Existing edge of pavement and proposed back of curbline as specified above (along the site's entire site frontage),
 - 8' planting strip and 6' sidewalk in ultimate location
 - Building setback line (verify with City Planning if the proposed 14' building setback line is accurate, since other recent buildings along WT Harris Blvd. are set further back from the street)
2. The petitioner should revise the site plan to depict and add a conditional note to construct a planting strip and 6' sidewalk along WT Harris Blvd's. west side from the site's southern property line to Lake Spring Ave. (tie into existing sidewalk).
3. The petitioner should revise the site plan to depict and add a conditional note to provide a pedestrian connection along the site's northern property line (i.e. connecting WT Harris Blvd. to the drive aisle paralleling the western property line).
4. The petitioner should revise the site plan to depict and add a conditional note to construct an 8' wide pedestrian refuge island on WT Harris Blvd. Exact location to be determined during permitting. The site's internal sidewalk system should align with the proposed pedestrian refuge island location. The pedestrian refuge island will facilitate the safe passage of the site's senior residents to near-by shopping land-uses on the east side of the street.
5. The petitioner should revise the site plan to add a note specifying dedication of 54' of right-of-way as measured from the street's existing centerline and fee simple conveyance of all rights-of-way to NCDOT before the site's first building certificate of occupancy is issued.
6. 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 or phased per the site's development plan.

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 (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.
3. 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.

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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.

Revision Log

Date	Description	By
11-23-16	First Review	RHG