

Rezoning Transportation Analysis

Petition Number: 2017-168

General Location Identifier: 11907427, 11907428

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Reviewer:

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Revision Log:

Date	Description
11-21-2017	First Review

General Review Information

The site is along West Blvd.(major thoroughfare) and unimproved right of way extension of Worthington Drive (local) at an unsignalized intersection. West Blvd. is currently a 4-lane undivided facility, connecting Uptown to the airport and carries local bus route 10 (West Blvd). The site is located inside Route 4, within the *Westside Strategy Plan* and in a corridor. Pedestrian and bicycle improvements are needed along West Blvd.

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.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Apartments	22 dwellings	260	<i>Tax Record</i>
Entitlement with Current Zoning	Apartments (1.31 acres of R-22MF)	29 dwellings	440	<i>General Guidance from Planning</i>
	Single Family (2.38 acres of R-5)	11 dwellings		
Proposed Zoning	Townhomes	41 dwellings	300	<i>Site Plan: 10-23-17</i>

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

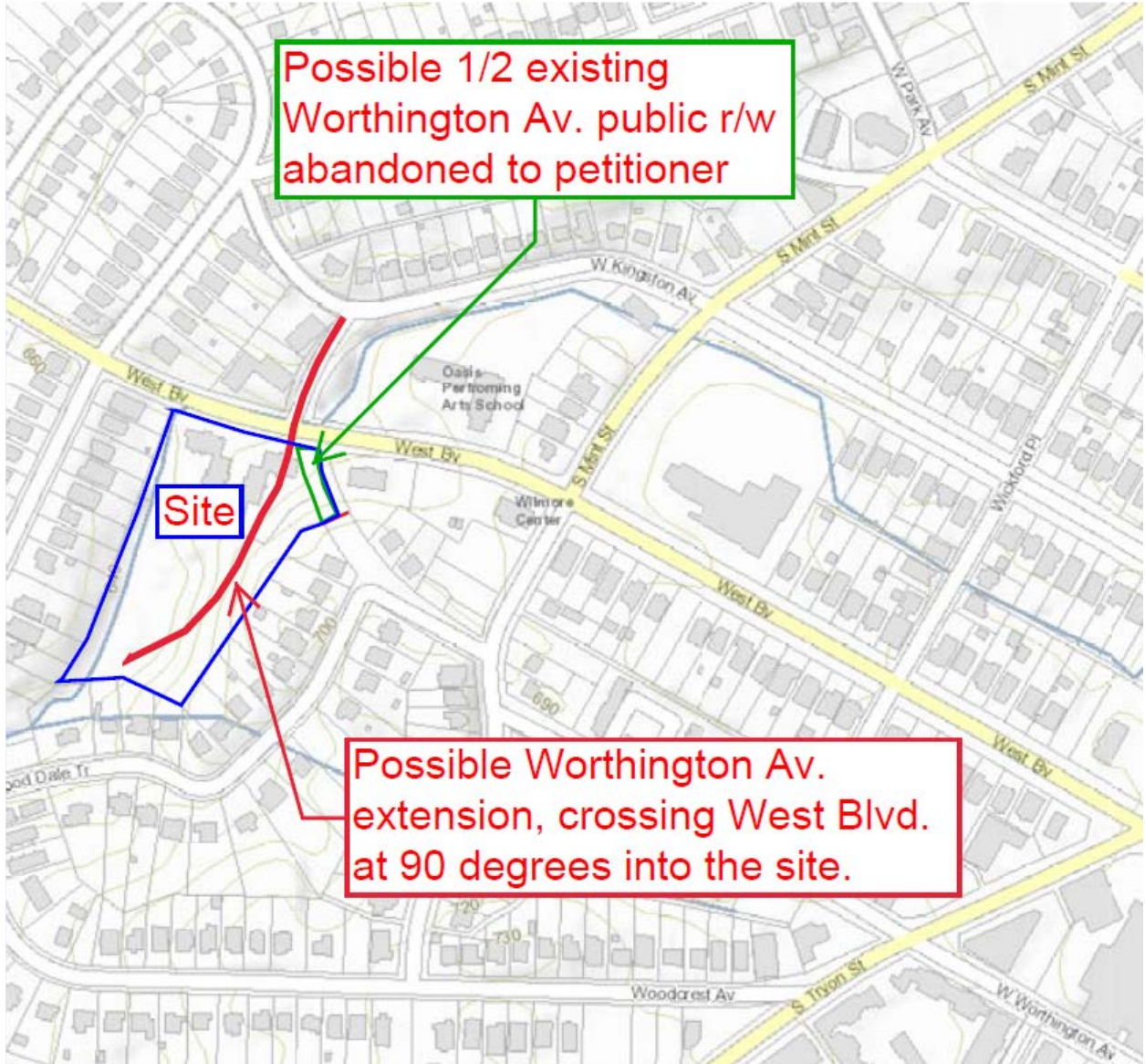
1. **Curblin**~~e~~: The proposed zoning district has a setback measured from back of the existing or proposed future curblin~~e~~. The existing curblin~~e~~ on West Blvd is the future location.
2. ~~A Traffic Impact Study/Transportation Technical Memorandum is not needed for the complete review of this petition.~~

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- The petitioner should revise the site plan and conditional note(s) to address the West Worthington Av. unimproved public right-of-way along the site's eastern property line. Due to misalignment and topography conditions between existing streets, CDOT recommends the street extension below with the site driveway at the existing intersection of West Blvd. /Worthington Av. The petitioner may contact CDOT reviewer, Rick Grochoske, directly to discuss other design options that achieve the street extension/connectivity goal if needed. No driveway and/street connection would be allowed in Worthington Av's. current right-of-way location. An abandonment of the existing unimproved right of way along the site frontage could be pursued (a separate City process) once the petitioner commits to this street extension.



- The petitioner should revise the site plan to add a conditional note(s) to depict and specify a local residential medium street section (see CLDSM U-02), south of West Blvd. to provide site access and traverse through the site. This new residential street needs to align properly with Worthington Av. on the north side of West Blvd. This new local residential street could be either be public or private. This location will be the only site access allowed from West Blvd.

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5. The petitioner should revise the site plan to add a note 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. CDOT requests right of way set at 2' behind back of sidewalk where feasible.
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. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.

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.
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.