

Rezoning Transportation Analysis

Petition Number: 2018-163

General Location Identifier: 12312521, 12312522, 12312523

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Revision Log:

Date	Description
01-16-19	First Review
02-14-19	Second Review
04-24-19	Third Review

General Review Information

The site is on Kenilworth Avenue (major thoroughfare) and is in a corridor inside Route 4. The site is within the limits of the Dilworth Land Use & Streetscape Plan.

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

This site is located along a major thoroughfare and local road. The site commits to improving sidewalk and planting strip along Kenilworth Avenue.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Apartments Single Family	6 dwellings 4 dwellings	80	Tax Record
Entitlement with Current Zoning	Apartments (0.99 ac of R-22MF) Single Family (0.75 ac of R-8)	21 dwellings 6 dwellings	170	General Guidance from Planning
Proposed Zoning	Apartments Townhomes	70 dwellings 12 dwellings	450	Site Plan: 12-14-18
	Apartments Townhomes	55 dwellings 8 dwellings	340	Site Plan: 02-12-19
	Apartments	50 dwellings	300	Site Plan: 04-22-19

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	Townhomes	6 dwellings		
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Outstanding Issues

Strikeout = Not an outstanding issue

- ~~1. **Curblin** The proposed zoning district has a setback measured from back of the existing or proposed future curblin. The location of the future back of curb is in its existing location.~~
- ~~2. **Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is not necessary for the complete review of this petition.~~
- ~~3.~~
- ~~4. The petitioner shall revise the site plan to show an 8' planting strip and an 8' sidewalk and add conditional note(s) to state the site is committing to the construction of the 8' planting strip and 8' sidewalk.~~
- ~~5. The petitioner shall revise site plan and rezoning application to specify the requested zoning. Application states proposed zoning being "UR-2(CD)" while site plan shows proposed zoning being MUDD.~~
- ~~6. The petitioner should revise site plan and conditional note(s) to include a sidewalk that connects between Kenilworth Avenue and Waverly Avenue. **Rescinded**~~
- ~~7. The petitioner should revise the site plan to label and dimension the right-of-way dedication from the centerline of the road. CDOT requests right of way set at 2' behind back of sidewalk where feasible.~~
- ~~8. The petitioner shall revise the site plan to label future and existing right of way from centerline.~~
- ~~9. 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.~~
- ~~10. **Resolved** Sample format for comment that is resolved~~

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.

- 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.
- 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.
- 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.
- All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.

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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.