

# Rezoning Transportation Analysis

Petition Number: 2020-197

General Location Identifier: 11707401

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**Reviewer:**

**Kevin Parker, PE**

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## Revision Log:

Date	Description
12-28-2020	First Review (KP)

## General Review Information

This site is located on West Boulevard, a State-maintained major thoroughfare, and Elmin Street, a City-maintained local road, inside the limits of Route 4. Additionally, this site is located inside the West Corridor within the limits of the Westside Strategy Plan Study Area and the West Boulevard Corridor Plan.

### Active Projects Near the Site:

- West Boulevard Corridor Implementation, CIP Project ID# PMES181547
  - Construct numerous bicycle and pedestrian improvements along West Boulevard from Camden Road to Billy Graham Parkway.
    - New Pedestrian Hybrid Beacon between Morning Drive and Ridge Avenue
      - Ramp and flatwork construction starting 1<sup>st</sup> quarter 2021
      - Mast Arm 2<sup>nd</sup> quarter 2021

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*CDOT's review of this rezoning petition is intended to provide consistency with council adopted policies, plans, standards and guidelines including, but not limited to, the [Transportation Action Plan \(TAP\)](#), [Vision Zero](#), [Urban Street Design Guidelines \(USDG\)](#), [Center, Corridor and Wedges](#), [Charlotte BIKES](#), [Traffic Impact Study Guidelines](#) and [Charlotte WALKS](#). With a commitment to design complete streets, this review is 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.*

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

## Transportation Summary

This site is located on West Boulevard, a State-maintained major thoroughfare, and Elmin Street, a City-maintained local road, at the intersection of West Boulevard and Tyvola Road. The proposed project is requesting to change the site's rezoning from R-5/R-8 to Urban Residential-2 (UR-2). The review of this petition was conducted in partnership with NCDOT to align with their separate permitting process. There is paper right-of-way that runs parallel with the western property line of the site, that could potentially provide a connection between West Boulevard and Elmin Street. Additionally, there is a West Boulevard Corridor CIP project providing numerous bicycle and pedestrian improvements along West Blvd. in the area. Site plan revisions are needed to meet ordinance requirements and the outstanding items including, but not limited to developing a portion of the paper right-of-way to provide site access, providing full access to the site from Elmin Street, and labeling and dimensioning multiple infrastructure-related items. Further details are listed below.

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## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant			Tax Record
Entitlement with Current Zoning	Single Family (R-5 1.46 acres)	7 Dwellings	375	General Guidance from Planning
	Single Family (R-8 3.08 acres)	24 Dwellings		
Proposed Zoning	Senior Multifamily	160 Units	1,170	Site Plan: 11-12-20

Provide comments to the specified comments below.

### Outstanding Issues

**Strikethrough = Resolved**

1. **Curblines:**

- a. **West Boulevard:** The future location of curb and gutter will be 38-feet from centerline to back of curb to accommodate a future 4-lane Avenue with separated bike lanes.
- b. **Elmin Street:** Location of curb and gutter will need to be constructed 17.5-feet from the centerline to back of curb, according to the City's Local Residential Wide (U-03A) street section.

Label and dimension the curb and gutter from the centerline for each road on the site plan.

2. **Traffic Study:**

A Traffic Impact Study (TIS) is not necessary for the complete review of this petition due to the site generating less than 2,500 daily trips. If during the permitting process the site generates more than 2,500 daily trips, then a traffic study will be required.

3. **Right-of-way Dedication:**

- a. **West Boulevard:** Revise site plan and conditional note(s) to commit to dedicate 54-feet of right-of-way from the road centerline.
- b. **Elmin Street:** Revise the site plan and conditional notes to commit to dedicate 35.5-feet from the road centerline, in accordance with the City's Local Residential Wide (U-03A) street section.
- c. **Paper Right-of-way:** Revise the site plan and conditional notes to dedicate 28-feet of right-of-way from the existing paper right-of-way centerline, in accordance with the City's Local Residential Medium (U-02) street section.

Label and dimension the right-of-way from each road's centerline.

- 4. Revise site plan and conditional note(s) to commit to construct a 16-foot planting strip and 8-foot sidewalk along the site's frontage of West Boulevard, to accommodate for a future buffered bike lane, and an 8-foot planting strip and 6-foot sidewalk along Elmin Street and the developed portion of paper right-of-way. Label and dimension both items from the back of curb and gutter and road centerline.
- 5. Revise site plan by clearly labeling and dimensioning the paper right-of-way immediately to the west of the site.

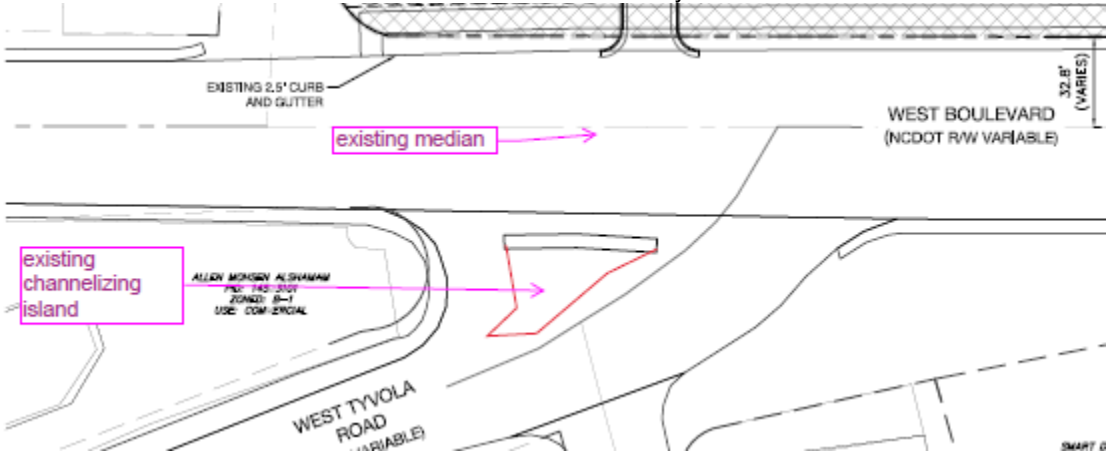
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- 6. Revise the site plan by including the existing infrastructure and striping for the center median and turn lane on West Boulevard and the channelized island at West Tyvola and West Boulevard.



- 7. Revise the site plan by creating a full movement (ingress and egress) driveway onto/from Elmin Street.

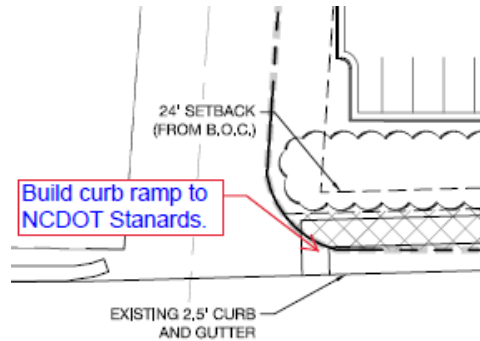


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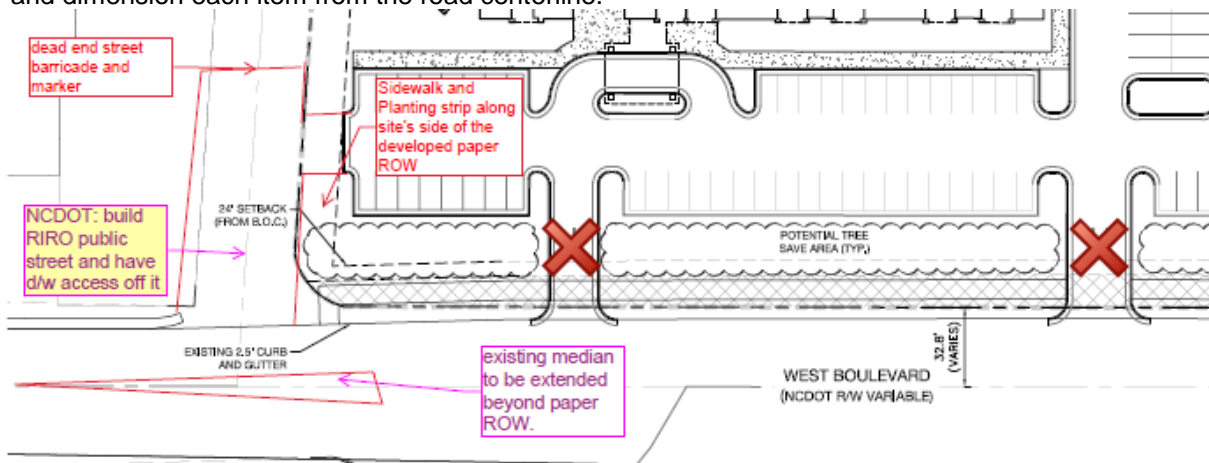
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8. Revise the site plan and conditional notes by committing to constructing a curb ramp, in accordance with NCDOT Standards, at the corner of West Boulevard and the existing paper right-of-way adjacent to the site.



9. Revise site plan and conditional notes by removing the proposed driveways on West Boulevard and developing a portion of the existing paper right-of-way to provide access into the site. Additionally, the driveway at the paper right-of-way and West Boulevard will be a right-in right-out movement which will necessitate the extension of the existing center-lane median on West Boulevard, in accordance with NCDOT Standards. Lastly, the portion of developed paper right-of-way will be developed to the City's Local Residential Medium Section (U-02) and will include an 8-foot planting strip and 6-foot sidewalk along the east side (the site's frontage) of the developed paper right-of-way. This will also include a dead-end street barricade and marker in-line with CLDSM, at the street stub. The site plan should label and dimension each item from the road centerline.



10. Revise the site plan and conditional notes by committing to coordinate with CATS, during permitting, to make improvements to the existing bus stop on West Boulevard. The site plan needs to show the existing bus stop.

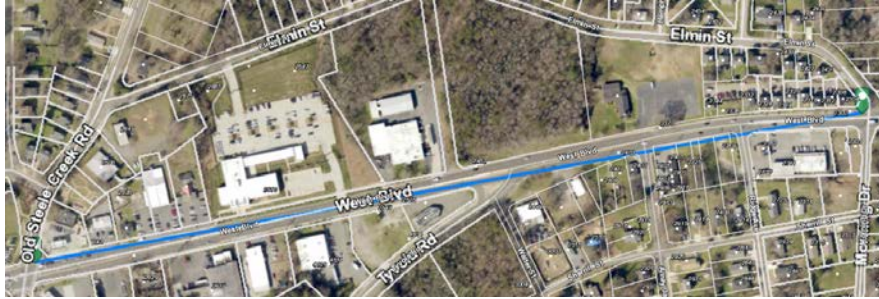


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11. The site is located on a block length of 2,619 feet (see below blue line), from Old Steele Creek Road to Elmin Street. The proposed site's paper street is located approximately 1330 feet to the west of intersection of Old Steele Creek Road and West Boulevard. Since the UR-2 zoning district is being requested under this petition, please address Outstanding Issues 5 and 9, to promote walkability and connectivity, per the Urban Street Design Guidelines.



12. Revise the site plan and conditional notes by removing note 3.D from the conditional notes.

d. No Improvements are planned for the unopened right-of-way located along the western property line.

13. A site plan note(s) specifying dedication and fee simple conveyance of all rights-of-way to the City or NCDOT before the site's first building certificate of occupancy is issued is needed. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible.
14. A site plan note specifying that all transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued is needed. 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. These requirements shall be reflected on the rezoning plan, as appropriate.

1. The setback for this district is measured from the back of the existing or future curblines as determined by CDOT and Planning during the permitting process.
2. 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, per the City of Charlotte's Driveway Regulations.
3. 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 NCDOT-maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs shall not interfere with sight distance at the entrance(s) and shall be identified on the site plan.
4. The proposed driveway connection(s) to public streets will require a driveway permit(s) to be submitted to CDOT (and NCDOT 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.

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7. 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 construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.
8. The petitioner needs to complete and submit the [Right of way Abandonment Petition form](#) to CDOT for review. The decision of this rezoning petition does not correlate with the decision of the possible abandonment, as this decision is issued within the separate Right of Way Abandonment process that is controlled by North Carolina General Statutes.
9. To attain a street and pedestrian lighting recommendation, the petitioner should coordinate with Anthony Mendez, CDOT. Please visit the following link:  
<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>