

Rezoning Transportation Analysis

Petition Number: 2019-089

General Location Identifier: 06125112

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Revision Log:

Date	Description
08-21-2019	First Review (RG)
10-16-2019	Second Review (RG)
08-20-2020	Third Review (KP)

General Review Information

The site is on Queen City Drive (major collector, state maintained) and Grand Lake Drive (local, city-maintained street). Queen City Drive runs parallel to the north of I-85 Highway. The subject property falls within the Westside Strategy Plan Study Area, The site is located in a corridor outside Route 4.

Active Projects Near the Site:

- Tuckaseegee Road Sidewalk:
 - The project is installing sidewalk from Little Rock Road to Westerwood Drive.

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.

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

Transportation Summary

The 20-acre site is located on Queens City Drive, a major collector, state-maintained road. The latest revision to the site plan shows updated land use and intensity that reduces the trip generation to 7,000 daily vehicle trips for a proposed project with retail and hotel uses. The Traffic Impact Study has been received and approved on August 18, 2020. CDOT requests that the petitioner updates the proposed site plan, site plan's conditional notes and meet ordinance requirements, as shown in the Outstanding Issues below.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	NA	0	Tax Record

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Entitlement with Current Zoning	Apartments (20.09 ac of R-17MF)	341 dwellings	2,540	General Guidance from Planning
Proposed Zoning	Retail	250,500-sf	11,230	Site Plan: 05-30-19
	Retail Hotel	25,000 sf 450 rooms	7,000	Site Plan: 09-13-19 (submitted 8/17/20)

Outstanding Issues

Strikeout = Not an outstanding issue

1. **Curbline:** The proposed zoning district has a building setback measured from back of the existing or proposed future right-of-way line.
 - a. **Road Name (Queens City Drive):** Location of curb and gutter needs to be located 19.0' as measured from the street's existing centerline (to accommodate 3-11' travel lanes). The site plan should show the curb and gutter labeled and dimensioned from the centerline for each road.
2. **Completed: Traffic Study** A Traffic Impact Study is necessary for the complete review of this petition. If the during the permitting process the site generates more than 2,500 daily trips, then a traffic study will be required. The site plan for public hearing needs to include all the TIS requirements.

~~Staff will receive the petition and begin work on it, but the public hearing will not be scheduled until the TIS is received. This will allow for the minimum time necessary for CDOT to review and approve the study and reach agreement with the petitioner on the required transportation commitments, and have them included on the last site plan submitted no fewer than 4 weeks prior to the public hearing. Therefore, additional traffic mitigation comments may be forthcoming once the TIS is approved by CDOT and NCDOT. Please call Rick Grochoske w/CDOT at 704-432-1556 to set up a TIS Scoping Meeting.~~

3. The petitioner should revise the site plan and conditional note(s) to commit to dedicate 36' right-of-way from Queen City Dr. Queen City Dr. is designated as an existing major collector street. The site plan should label and dimension the right-of-way from the road's centerline.
4. The petitioner should revise the site plan and conditional note(s) to commit and implement Queen City Dr. as a local collector street section (to accommodate 3-11' travel lanes), including an 8' planting strip and 6' sidewalk along the site's Queen City Dr. frontage.
5. The petitioner should revise the site plan and conditional note(s) to commit and implement a 150' NB Queens City Dr. left turn storage lane on with an appropriate bay taper at Queens City Dr.
6. The petitioner should revise the site plan and conditional note(s) to commit and implement a SB Grand Lake Dr. approach at Queens City Dr. to provide three (3) travel lanes (i.e.: 1-13' receiving lane, 1-11' right turn lane, and 1-11' left turn lane).
7. The petitioner should revise the site plan and conditional note(s) to commit, implement, and label Grand Lake Dr. within the development as a "public" local office/commercial narrow street section (see CLDSM U-04.16). Grand Lake Dr. needs to be constructed to the site's western property line per Chapter 20 of the City Subdivision Ordinance.
8. ~~The petitioner should revise the site plan and conditional note(s) to commit, implement, and label two (2) street stubs connecting to Grand Lake Dr. One (1) "public" street stub to the south connecting to parcel ID 06125108, approximately where the existing Grand Lake Dr. cul-de-sac is located. One (1) "public" street stub to the north connecting Grand Lake Dr. to parcel ID 06124101, approximately at this parcel's northern property line (see exhibit below). Both public street stubs are required by Chapter~~

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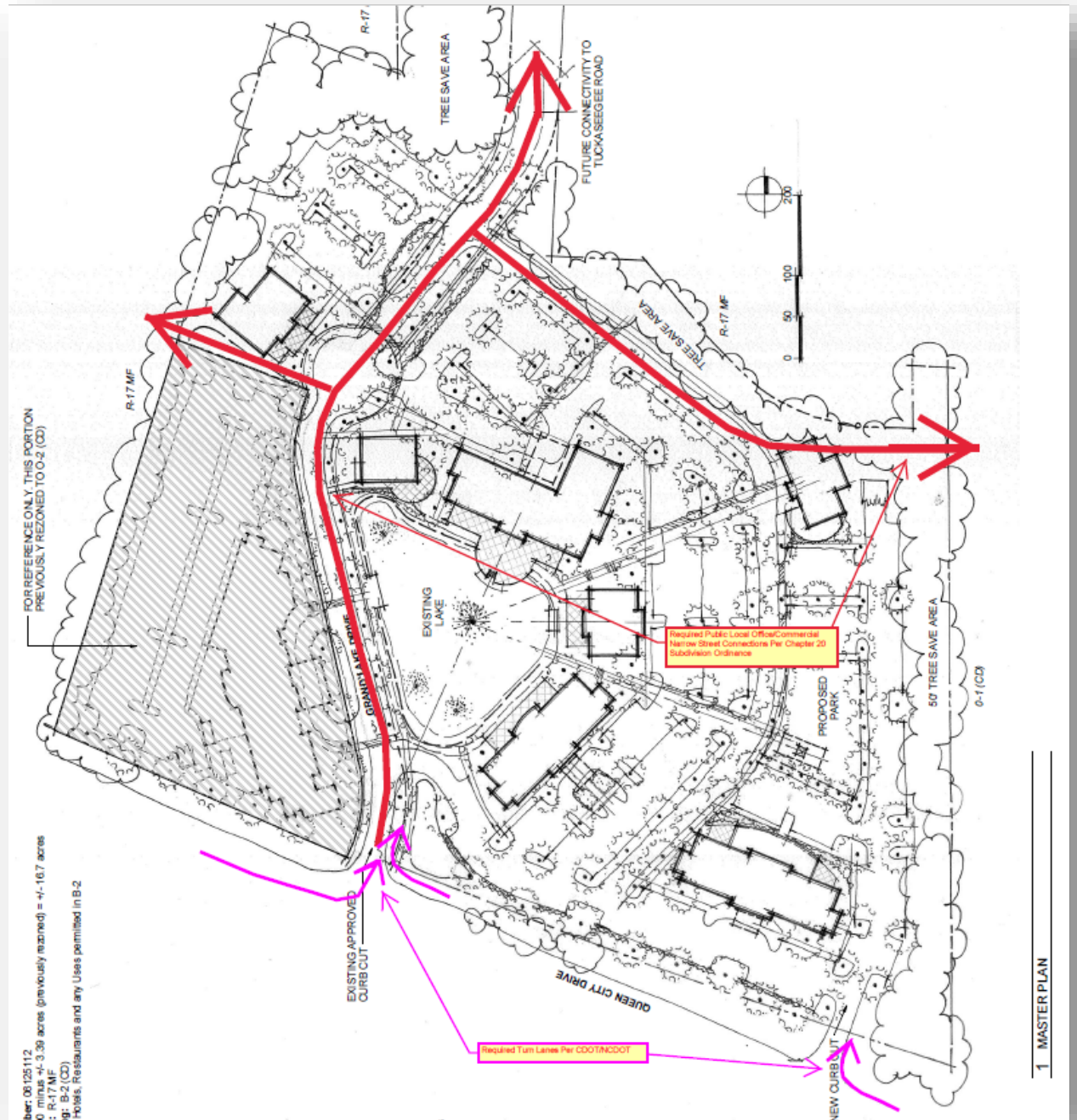
20 of the City's Subdivision Ordinance to be constructed to local office/commercial narrow street section standards (see CLDSM U-04.16).

9. The petitioner should revise the site plan to add a note specifying the existing Grand Lake Dr. driveway shall have a minimum 100' driveway stem before the first internal driveway.
10. The petitioner should revise the site plan to add a note specifying the proposed driveway located near the site's northern property line, shall be designated as a RI/RO driveway and constructed with a 100' raised median to restrict turning movements at this driveway. Grand Lake Dr. driveway shall have a minimum 50' driveway stem before the first internal driveway.
11. 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.
12. 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.

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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.

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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.