

Rezoning Transportation Analysis

Petition Number: 2019-152

General Location Identifier: 04924211, 04924209, 04924210, 04924208, 04924215, 04924207, 04924222, 04924219

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Revision Log:

Date	Description
11-21-19	First Review
12-23-19	Second Review
01-16-20	Third Review

General Review Information

The site is on University City Boulevard (major thoroughfare, state maintained) at the unsignalized intersection with Carolyn Lane (local, city maintained). The site is in corridor outside Route 4.

Active Projects Near the Site:

- Rocky River Road West Improvements
 - This project is intended to upgrade Rocky River Road West between North Tryon street and Toby Creek, with the goal of providing a modern, complete street that includes upgraded pedestrian and bicycle facilities.
- Dave McKinney Ave Extension
 - As a part of the Northeast Corridor Infrastructure Program this project is intended to support improved pedestrian, bicyclist, and motorist access to the CATS Blue Line Extension.

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 site is located on a major thoroughfare road. The petitioner is committing to partnering with General Services to enter into an agreement to extend the Dave McKinney, as part of the Northeast Corridor Infrastructure Program (NECI) from their property line to Rocky River. However, there may be a chance that the reimbursement may not be achieved, thus the petitioner needs to provide an option to mitigate for the additional traffic, if the road is not connected, or make a defined commitment that the road will be completed by them. In addition, CDOT continues to request the petitioner to pay to install a signal at the Dave McKinney and Rocky River Road intersection, as it had previously shown within the rezoning conditional notes. The street connectivity is a goal of the University Area Plan that will improve the overall transportation.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	5 dwellings	50	Tax Record
Entitlement with Current Zoning	Single Family (26.58 acres of R-3)	79 dwellings	840	General Guidance from Planning
Proposed Zoning	Apartments	405 dwellings	3,020	Site Plan: 01-15-20

Please provide responses to our comments as part of your resubmittal.

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

- ~~**Curbline**~~ The proposed zoning district has a setback measured from back of the existing or proposed future curbline.
 - ~~**University City Boulevard:**~~ Location of curb and gutter if it needs to be installed 13.5' from edge of travel lane

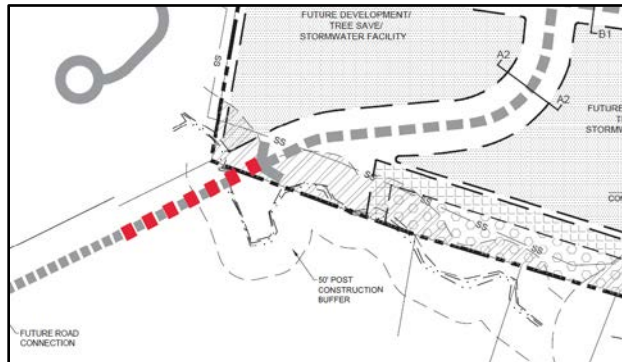
The site plan should show the curb and gutter labeled and dimensioned from the centerline for each road.

- ~~**Traffic Study**~~ A Traffic Impact Study is necessary for the complete review of this petition.

The petitioner should revise the site plan and conditional note(s) to commit to the installation of a signal at Ricky river and Dave McKinney Ave or give a contribution of 100k for the future signal.

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.

- ~~The petitioner should revise the site plan and conditional note(s) to build "Proposed Street B" to a residential wide cross section.~~
- ~~The petitioner should revise the site plan and conditional note(s) to commit to extend "Proposed Street A" 150' past their property line to PID 04923103 to connect to NECI project.~~



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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.~~
7. New Comment based on revise site plan (1/15/2020) The petitioner should revise the site plan to add a note 3.l.h specifying the speed humps will be installed by the petitioner, and not CDOT, once it meets the speed hump warrants.
 - a. **Revised Comment based on site plan (02-24-20)** The petitioner should revise the conditional note 3.l.i to remove "expire after the last certificate of occupancy", and instead state it will expire after 5 years of receiving the last certificate of occupancy.
8. **New Comment based on revise site plan (02-24-2020)** The petitioner should revise the conditional note(s) 3.l.d under Transportation Improvements and Access to commit to fund the traffic signal at Rocky River Road and Dave McKinney Road without the use of any City funds. In the previous site plan, the developer committed to paying for the signal and now wants to use City funds to pay for it. The Dave McKinney connection will provide a much-needed benefit to the development by providing direct access to the J.W. Clay Light Rail station.
9. **New Comment based on revised site plan (02-24-2020)** The petitioner should revise conditional note(s) 3.l.e to state the developer commits to construct Twitter Lane, rather than stating it "may" because it may not happen. The connection to Twitter needs to happen as it will provide relief, and it was part of the Traffic Impact Study.
10. **New Comment based on revised site plan (02-24-2020)** The petitioner should revise conditional note(s) 3.l.g to state the developer will pay for this improvements to the City as part of the Dave McKinney Road Extension and Rocky River Road North East Corridor Infrastructure Program.
11. ~~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.

1. The setback for this district is measured from the back of the existing or future curbline as determined by CDOT and Planning during the permitting process.
2. 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.
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 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.
4. 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

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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 to be 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.
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 the construction/installation of the non-standard item(s). Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.