

Rezoning Transportation Analysis

Petition Number: 2020-086

General Location Identifier: Tax ID 04708214

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Revision Log:

Date	Description
07-22-20	First Review
10-26-20	Second Review
11-30-20	Third Review

General Review Information

The petition is located on University City Blvd (major thoroughfare) near I-85 and outside Route 4. University City Blvd is maintained by NCDOT. The site is located in a Wedge within the University Research Park Area Plan Study area.

Active Projects Near the Site:

- None identified

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 University City Boulevard, which is a State-maintained major thoroughfare. A TIS was required for the review of this petition and was approved 10/27/20 by CDOT and NCDOT. The latest TIS improvements include turn lane improvements at the proposed site access locations on University City Boulevard. Additional turn lane improvements will also be incorporated at the following existing signalized intersections: University City Boulevard & Neal Road and University City Boulevard & I-85 Northbound Off-ramp. The petitioner has committed to providing an internal private street network, with two roundabouts to support internal traffic circulation. In accordance with Charlotte BIKES, the petitioner has committed to constructing a 12-ft shared use path along the site frontage along University City Boulevard. CDOT is coordinating with the petitioner to construct a shared use path connection to Mineral Springs Road to improve connectivity by providing a north south connection to University City Boulevard. In support of Charlotte WALKS, Charlotte BIKES, and the Greenway Masterplan, the petitioner has committed to constructing a shared use path from the rezoning site to Doby Springs Drive, over Doby Creek, to provide pedestrian and bicycle access to the adjacent subdivision.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	NA	0	Tax Record
Entitlement with Current Zoning	Office (33.1 ac of RE-2 and 38.93 ac of RE-2(CD))	598,600 sf	6,020	General Guidance from Planning and RZ 1986-52C
Proposed Zoning	Apartments Townhomes	847 dwellings 16 dwellings	6,480	Site Plan: 05-15-20
Proposed Zoning	Apartments Townhomes	696 dwellings 16 dwellings	3,874	Site Plan: 10-12-20
Proposed Zoning	Apartments Townhomes	686 dwellings 26 dwellings	3,895	Site Plan: 11-16-20

Please provide responses to our comments.

Outstanding Issues

Strikeout = Not an outstanding issue

1. ~~**Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline.~~
 - a. ~~**University City Blvd:** The future location of curb and gutter is in its existing location.~~

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

2. ~~**Traffic Study** A Traffic Impact Study is necessary for the complete review of this petition due to the site generation of more than 2500 daily trips.~~

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.

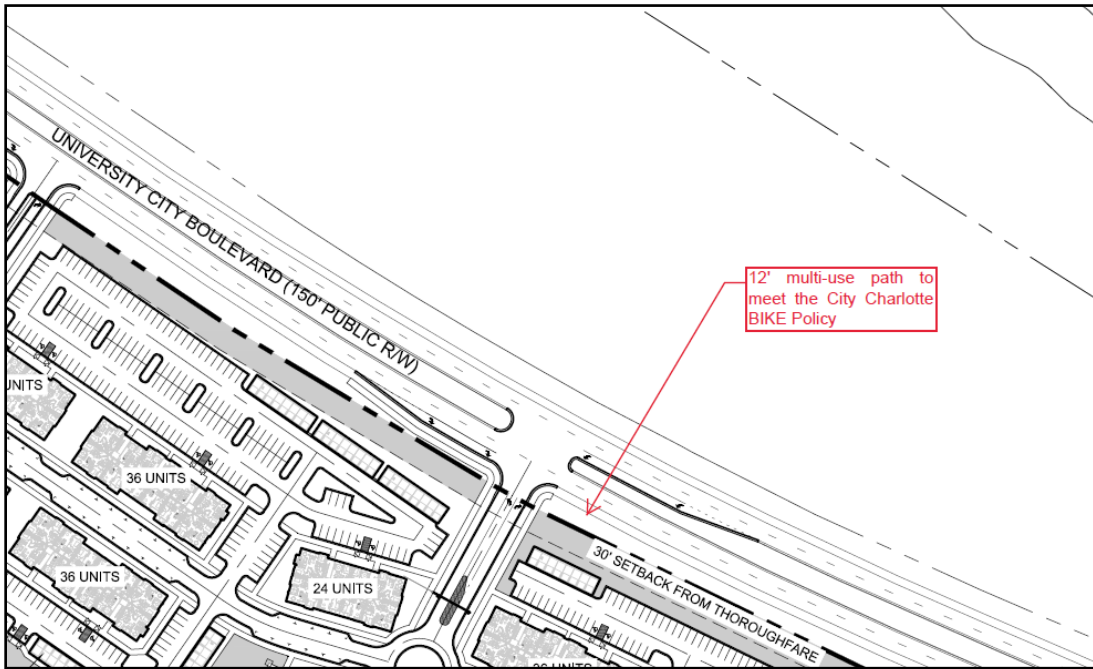
3. ~~The petitioner should revise the site plan and conditional note(s) to commit to dedicating 50' minimum right-of-way from the road centerline per CRTPO. The site plan should label and dimension the right-of-way from the road centerline.~~

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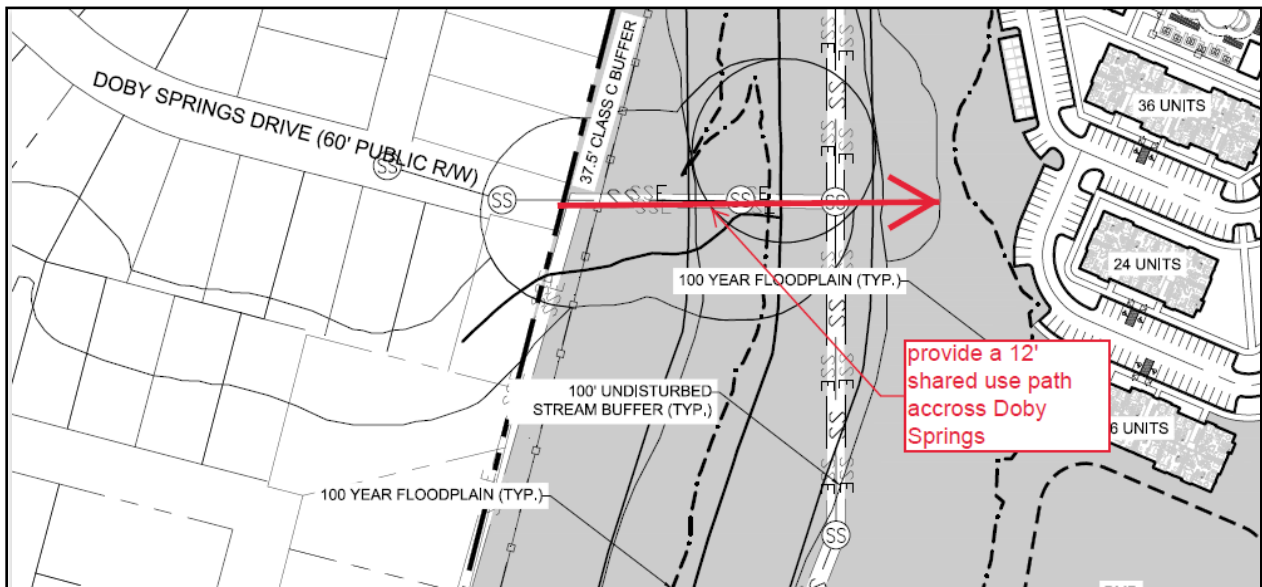
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- The petitioner should revise the site plan and conditional note(s) to commit to installing a 12' multi-use path along the site's frontage on University City Blvd to meet the City Charlotte BIKE Policy.



- The petitioner should revise the site plan and conditional note(s) to commit to constructing a shared use path from Doby Springs Drive including a structure over Doby Creek to provide pedestrian and bicycle access to adjacent subdivision in accordance with the Charlotte WALKS Plan and Charlotte BIKES Plan.

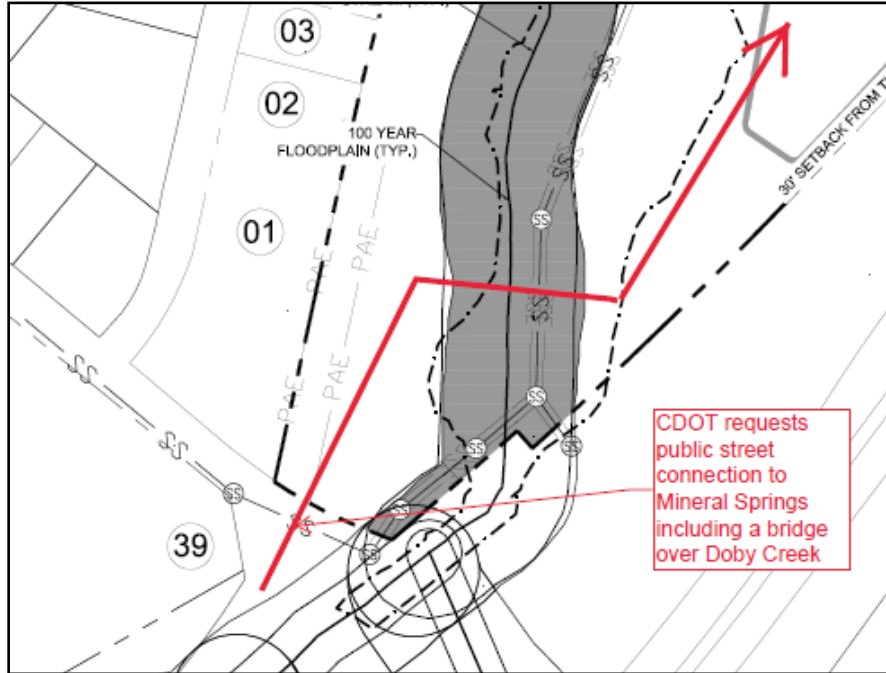


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- Revised Comment (site plan dated 10/12/2020)** Revise the site plan and conditional note(s) to commit to constructing a **Public street shared use path** connection to Mineral Springs Road, including a box culvert over Doby Creek, to improve connectivity by providing a north-south connection to access University Blvd.



- Rescinded (site plan dated 10/12/2020)** The proposed dwelling units per acre exceeds 12. Per Chapter 20 Subdivision ordinance, the petitioner should revise the site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 8-foot sidewalk along the proposed north-south public road. The wider sidewalk also meets the Charlotte WALKS Policy.
- 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.
- 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.
- New Comment (site plan dated 10/12/2020)** The petitioner should revise conditional notes Section C.7.(a),(b), and (c) and Section C.8.(a),(b), and (c) to match the improvements listed within the latest TIS, received 09/29/20. The conditional notes should include phase 1 and 2 improvements, with scenarios A and B, as shown within Figures 12A, 12B, 13A, and 13B of the TIS.
- 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.

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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.