

Rezoning Transportation Analysis

Petition Number: 2020-122

General Location Identifier: Tax ID (02718124)

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Revision Log:

Date	Description
09-14-20	First Review (EL)
10-19-20	Second Review (EL)
11-30-20	Third Review (EL)
12-28-20	Fourth Review (EL)
1-20-21	Fifth Review (EL)

General Review Information

This site is on Hucks Road (minor thoroughfare, City-maintained), located in a corridor outside Route 4. This site is within the limits of the Northlake Area Plan and Eastfield Transit Station Area Plan. The site was previously rezoned under **petition 2005-129** and is located near the Griffin Industrial Realty rezoning petition **2018-103**, which was recently approved within land development permitting review under Accela permit project number: **SDRC-2019-00034 – Griffin Industrial**.

Active Projects Near the Site:

- SDRC-2019-00034 – Griffin Industrial
 - This land development project will construct a portion of the Hucks Road Realignment thoroughfare and construct a northbound left-turn lane on Old Statesville Road at the Hucks Road Realignment future signalized intersection.
- Old Statesville Road (NC-115) Widening – STIP U-5772
 - The project will widen Old Statesville Road between Harris Boulevard and I-485 and will extend and realign Hucks Road.
 - Completion date: delayed to 2031

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 Hucks Road, a City-maintained minor thoroughfare road. The site requires a TIS and CDOT issued the latest TIS comments to the petitioner 1/6/2021. CDOT is coordinating with the petitioner, and various other agencies on behalf of the petitioner, to assist with accommodating the Hucks Road Realignment Project to the most appropriate extent possible, which is part of the Comprehensive

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Transportation Plan (CTP). This street connection would provide access from Old Statesville Road to a future signal, aligned directly across from the segment of Hucks Road Extension that will be constructed within the following approved land development project: **SDRC-2019-00034 – Griffin Industrial**. The petitioner is committed to dedicating public right-of-way needed to construct Hucks Road Realignment and is working with CDOT to determine the appropriate transportation improvements for this petition. Outstanding CDOT comments below will be adjusted as coordination continues among CDOT, other agencies, and the petitioner.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	-	-	-
Entitlement with Current Zoning	Single Family Retail	925 Units 35,000 SF	10,995	RZ 2005-129
Proposed Zoning	Townhomes Apartments	140 Units 390 Units	3,145	Site Plan: 10-12-20
Proposed Zoning	Townhomes Apartments	105 Units 406 Units	2,965	Site Plan: 11-16-20
Proposed Zoning	Townhomes Apartments	110 Units 406 Units	3005	Site Plan: 7-10-2020

Please provide responses to our comments.

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

- Traffic Study** A Traffic Impact Study is necessary for the complete review of this petition due to the site generating more than 2,500 daily trips. The TIS is currently in review with coordination between CDOT and the petitioner ongoing.

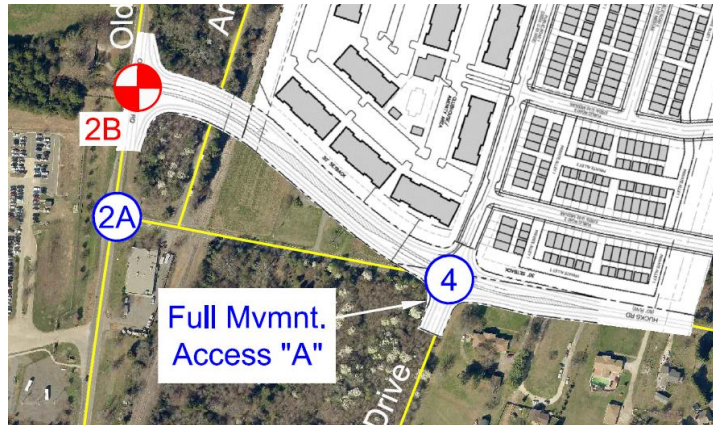
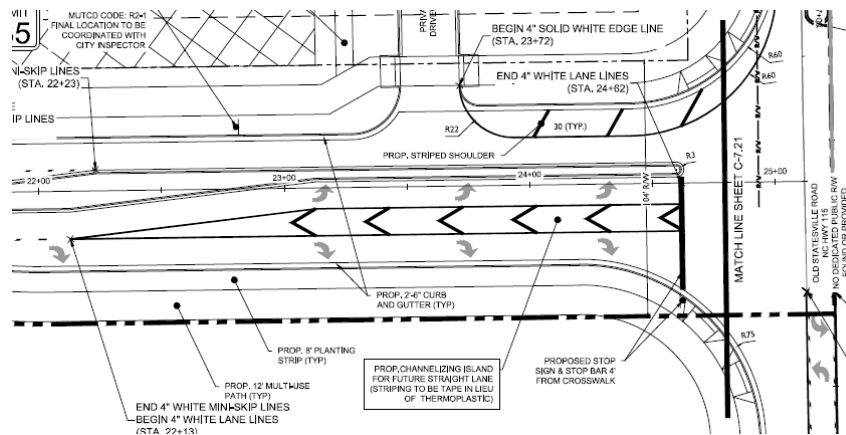
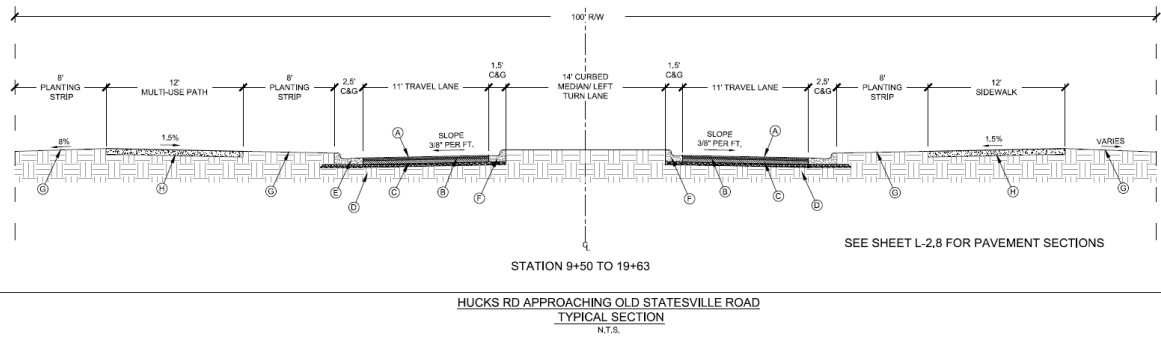
The public hearing will not be scheduled until the TIS is received and approved. This will allow for the minimum time necessary for CDOT to review and approve the study and reach agreement with the petitioner on the required transportation commitments, and have them included on the last site plan submitted 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.

- Outstanding (site plan dated 10.12.20):** Revise the site plan and conditional note(s) to commit to construct the Hucks Road Realignment cross section as in the approved TIS scope. In lieu of a raised, curbed median island, install asphalt and a striped median instead. This will ensure that CFD can safely maneuver through the area. Construct the multi-use path as per CLDSM standards. **Dedicate public right-of-way and temporary construction easement limits, as included within the NCDOT STIP U-5772 25% design plans, sheets 12 and 20.**

Rezoning Transportation Analysis

Petition Number: 2020-122

General Location Identifier: Tax ID (02718124)



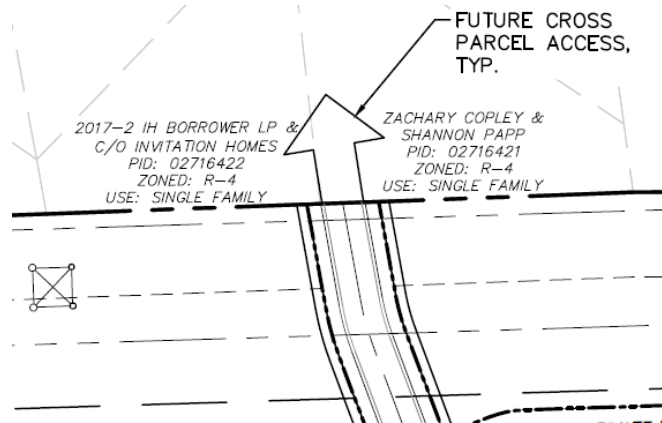
3. ~~Outstanding (site plan dated 10.12.20):~~ Revise the site plan and conditional note(s) to commit to dedicate right-of-way for the Hucks Road Realignment, labeled and dimensioned for the total right-of-way dedication width.
4. **Outstanding (site plan dated 10.12.20):** Revise the site plan and conditional note(s) to commit to construct the portion of Hucks Road Realignment that is graphically depicted on the site plan sheet **RZ-1.0**, to match the approved TIS scope.
5. ~~Outstanding (site plan dated 10.12.20):~~ Revise the site plan and conditional note(s) to include the roadway improvements that are required within the final approved TIS.

Rezoning Transportation Analysis

Petition Number: 2020-122

General Location Identifier: Tax ID (02718124)

6. ~~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.~~
7. ~~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 and match the final approved TIS.~~
8. ~~Revise the site plan and conditional note(s) to remove the proposed street stub, shown below.~~



9. **Outstanding (site plan dated 10.12.20):** Submit a [Right of way Abandonment Petition form](#) to CDOT for review of the potential abandonment of existing Hucks Road, with the commitment to construct the portion of Hucks Road Realignment, as shown on the site plan dated **7-10-2020**, dependent upon outcome of coordination with CDOT. 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.
10. ~~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>
11. **Technical Clarification (site plan dated 10.12.20):** ~~Correct the conditional note numbers and references within the Transportation section.~~
12. **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. 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.

Rezoning Transportation Analysis

Petition Number: 2020-122

General Location Identifier: Tax ID (02718124)

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.