

Rezoning Transportation Analysis

Petition Number: 2021-112

General Location Identifier: 04723120

From: Brandon Brezeale, PE

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704-432-5561

Reviewer:

Brandon Brezeale

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Revision Log:

Date	Description
09-21-21	First Review (BKB)
11-29-2021	Second Review (PDM)
01-27-2022	Third Review (PDM)
03-24-2022	Fourth Review (PDM)

General Review Information

The petition is located adjacent to Ikea Boulevard, a City-maintained major collector, University City Boulevard, a State-maintained major thoroughfare, and North I-85 Highway, a State-maintained freeway. The petition is located in the Northeast Corridor outside Route 4. Applicable area plans include the University City Area Plan.

Active Projects Near the Site:

- o N/A

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 adjacent to Ikea Boulevard, a City-maintained major collector, University City Boulevard, a State-maintained major thoroughfare, and North I-85 Highway, a State-maintained freeway. The University City Entertainment District has parcels that were included in previous rezoning petitions 2013-052 and 2015-047. Both rezoning petitions included a comprehensive street network of transportation improvements. A Traffic Impact Study (TIS) is needed for this site due to the mixture of land uses creating a trip generation that exceeds 2,500 daily vehicle trips. CDOT approved the scope of the TIS on 11/23/2021 and is awaiting the submittal of the draft TIS from the petitioner. The City is conducting feasibility work and high-level traffic analysis on connecting Macfarlane Blvd. to the I-85 Connector. The results of any traffic study and subsequent negotiations should be coordinated with City

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staff. Site plan revisions are needed to meet ordinance requirements and the outstanding items including, but not limited to completion of a Traffic Impact Study. Further details are listed below.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Parking Lot	0	0	Tax Record
Entitled Use	Used Automobile Sales	75,000 SF	2,030	RZ 2013-052
Proposed Use	General Office Apartments Retail Used Automobile Sales	150,000 SF 350 Units 8,000 SF 20,000 SF	5,100	Site Exhibit: 04/19/2021

Provide comments to the specified comments below.

Outstanding Issues

Strikethrough = Resolved

1. Traffic Study:

A Traffic Impact Study (TIS) is necessary for the complete review of this petition due to the site generating more than 2,500 daily trips. CDOT and NCDOT approved the TIS Scope on 11/23/21 and are awaiting submittal of the draft TIS by the petitioner.

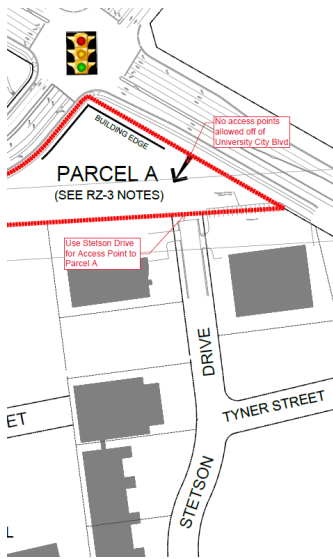
Staff will receive the petition and begin review, but the public hearing will not be scheduled until the TIS is approved to allow for the minimum time necessary for CDOT to review the study and reach agreement with the petitioner on the required transportation commitments. Any agreed upon commitments shall be 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).

~~2. Access points are not permitted off of University City Boulevard. Revise site plan and general notes to reflect the access point to Parcel A being off Stetson Drive as opposed to the currently shown access point on University City Boulevard.~~

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- ~~3. 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.~~
- ~~4. Add conditional note "All public roadway improvements will be subject to the standards and criteria of CDOT and NCDOT, as applicable, to the roadway improvements within their respective road system authority. It is understood that such improvements may be undertaken by the Petitioner on its own or in conjunction with other development or roadway projects taking place within the broad north eastern Mecklenburg area, by way of a private/public partnership effort or other public sector project support."~~
5. **New Comment 3.24.2022:** Revise site plan and conditional notes to commit to installing 8-foot planting strip and 8-foot sidewalk along all public road frontages with no existing sidewalk or along road frontages where the sidewalk is substandard per Chapter 19 ordinance.
6. **New Comment 3.24.2022:** A site plan note(s) 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 as needed. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible.

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 curbline 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

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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.
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>