

Rezoning Transportation Analysis

Petition Number: 2021-125

General Location Identifier: 05113202

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Reviewer: Alfred Oyoyo

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Revision Log:

Date	Description
09-17-2021	First Review (WLB)
11-22-2021	Second Review (AO)
01-25-2022	Third Review (AO)

General Review Information

The petition is located adjacent to University City Boulevard, a State-maintained major thoroughfare and N I-485 Outer Highway, a State-maintained freeway. The petition is located in the Northeast Corridor outside Route 4. Applicable area plans include the Rocky River Road Area Plan.

Active Projects Near the Site:

- Signal under construction at University City Blvd/Harris Houston (will accommodate a Z-crossing of pedestrians)
- NC-49 Widening just west of I-485 (NCDOT TIP project U-5768)
 1. ROW 2022/Construction 2025

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, a State-maintained major thoroughfare and N I-485 Outer Highway, a State-maintained freeway. The site also connects to the Future Caldwell Park Drive at the site's east limits. A Traffic Impact Study (TIS) is needed for this site. The TIS was on November 29, 2021 and CDOT and NCDOT await the petitioner's traffic study for review.

Site plan revisions are needed to meet ordinance requirements and the outstanding items including, but not limited to, committing to the construction of noise walls between railroad and I-485 rights-of-way, and identifying location and limits of multi-use path along Caldwell Park Road. Additional traffic mitigation comments may be forthcoming once the TIS is approved. Further details are listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	3 Dwellings	30	Tax Record
Entitled Use	Single Family (R-3 4.22 acres)	12 Dwellings	3,690	General guidance from planning
	Single Family (R-4 78.6 acres)	314 Dwellings		
	Warehouse (B-D 32.7 acres)	327,000 SF		
Proposed Use	Townhomes	525 Units	3,930	Site Plan: 5/4/2021
Proposed Use	Townhomes	581 Units	4,355	Site Plan: 11/15/2021
Proposed Use	Single Family	397 Units	5,050	Site Plan: 01/17/2022
	Townhomes	184 Units		

Provide comments to the specified comments below.

Outstanding Issues

Strikethrough = Resolved

1. ~~Curbline:~~

~~**University City Boulevard:** The future location of curb and gutter to be located 44 feet from the road centerline. No curb construction is required with this petition.~~

~~**Rescinded (New Site Plan: 1-17-22):** Label and dimension the future curb and gutter from the centerline for each road on the site plan.~~

2. **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.

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).

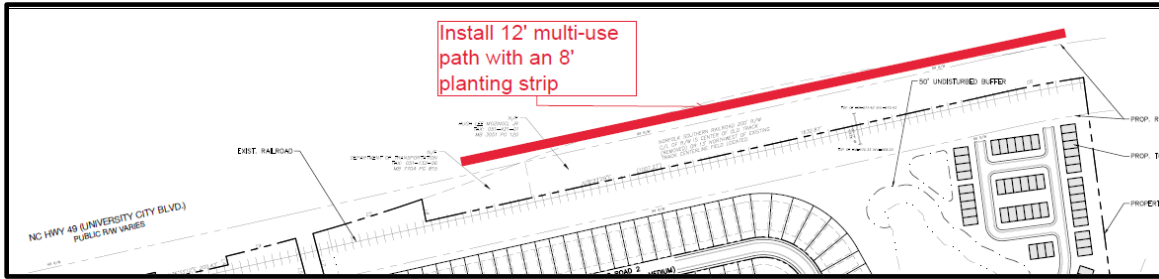
3. ~~**Rescinded (New Site Plan: 1-17-22):** Site plan and conditional note(s) revisions are needed to commit to construct bicycle facilities by installing a 12' multi-use path with an 8' minimum planting strip on the site side of University City Boulevard from Harris Houston Road signal east to eastern property line, and the north side of University City Boulevard from Harris Houston Road, east to Hedgelawn Drive and west to Halton Park Drive, in accordance with the City Charlotte BIKES Policy. Site plan should depict, label and dimension proposed and existing transportation facilities on both sides of University Blvd, including labeled intersecting streets.~~

~~**Rescinded Comment (New Site Plan: 1-17-22):** Show existing University City Blvd and all proposed improvements along University City Blvd on site plan.~~

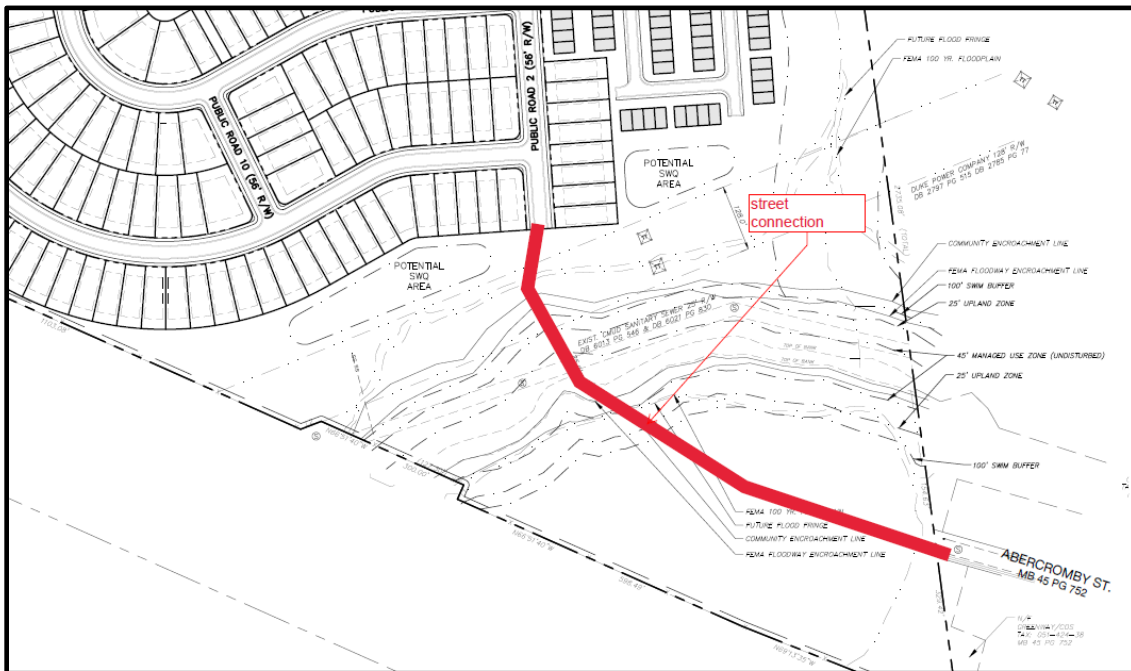
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- ~~4. **Rescinded (New Site Plan: 1-17-22):** Site plan and conditional note(s) revisions are needed to commit to installing bike and pedestrian crossing to include ADA compliant Curb ramps and pedestrian signals on both sides of the University City Boulevard at Harris Houston Road intersection in accordance with the City Charlotte BIKES and Charlotte WALKS Plans. Petitioner to coordinate with the University City Blvd/Harris Houston signal Project to ensure that the Z-crossing and proposed ADA facilities will accommodate the 12-foot multi-use path.~~
- 5. Outstanding Comment from 9-17-21:** Add conditional note(s) committing to extend Abercromby Street to proposed Public Road 2 per the Subdivision Ordinance.



- ~~6. 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. CDOT requests rights of way set at 2' behind back of sidewalk where feasible.~~
- ~~7. 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.~~
- ~~8. Revise the conditional notes by incorporating the following note: "All public roadway improvements will be subject to the standards and criteria of CDOT and NCDOT, as applicable, to the roadway"~~

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~~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.~~

9. **New Comment (New Site Plan:1-17-22):** Site plan and conditional note(s) revisions are needed to identify exact location and limits of multi-use path along Caldwell Park Road.
10. **New Comment (New Site Plan:1-17-22):** Add conditional note(s) committing to extend Caldwell Park Drive to proposed Public Road 1 as depicted on site plan per the Subdivision Ordinance.
11. **New Comment (New Site Plan:1-17-22):** Site plan and conditional note(s) revisions are needed to commit to the construction of noise walls or tall fencing (with no gates) between the railroad right-of-way and the home lots that back to the railroad. The wall/ fencing should be placed within open space to allow for the HOA to maintain it.
12. **New Comment (New Site Plan:1-17-22):** Site plan and conditional note(s) revisions are needed to commit to the construction of noise walls between the I-485 right-of-way and the home lots that back to I-485. The wall should be placed within open space to allow for the HOA to maintain it.

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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. 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.
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 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.
3. 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 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 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 construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.
7. 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.
8. 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>