

Rezoning Transportation Analysis

Petition Number: 2023-028

General Location Identifier: 02959103, 02959105 (Mecklenburg County), 4589528820000 & 45896244650000 (Cabarrus County)

From: Jake Carpenter, PE

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Revision Log:

| Date | Description |
|---------|-------------------|
| 6-28-23 | First Review (TM) |

General Review Information

The petition is located adjacent to Quay Road, a road located in Cabarrus County, and south of Carolina Lily Lane, a State-maintained local street. The petition is located in a northeast corridor outside of Route 4, within the Northeast Area Plan.

Active Projects Near the Site:

- 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 Quay Road, a road located in Cabarrus County, and south of Carolina Lily Lane, a State-maintained local street. A Traffic Impact Study (TIS) addendum is required for this site to update the previously approved TIS associated with the previous rezoning 2021-028. The TIS addendum will be required to be approved prior to rezoning approval. Site plan and/or conditional note revisions are needed to commit to identifying who is maintaining each public roadway, revising conditional notes, and constructing 8-foot sidewalks and 8-foot planting strips along the N-S public roadway. Further details are listed below.

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Trip Generation*

| Scenario | Land Use | Intensity | Trip Generation (vehicle trips/day) | Source |
|--------------|---|----------------------|-------------------------------------|--------------------------------|
| Existing Use | Vacant | - | - | Tax Record |
| Entitled Use | Warehouse Multifamily (Mid-rise) (C-2* & R-22MF, 48.21 acres) | 488 Dwelling Units | 2,285 | General Guidance from Planning |
| Proposed Use | Multifamily (Mid-rise) (R-22 MF, 48.21 acres) | 700 Dwelling Units** | 3,295 | Site Plan 01-30-23 |

*Concord zoning. Too many uses to determine trip generation for Concord zoning.

**Includes 488 units for Charlotte version per RZP #2021-120 and 212 units per this rezoning for Concord portion of project.

Petitioner to provide responses to the staff comments below as well as specify other changes to the site plan.

Outstanding Issues

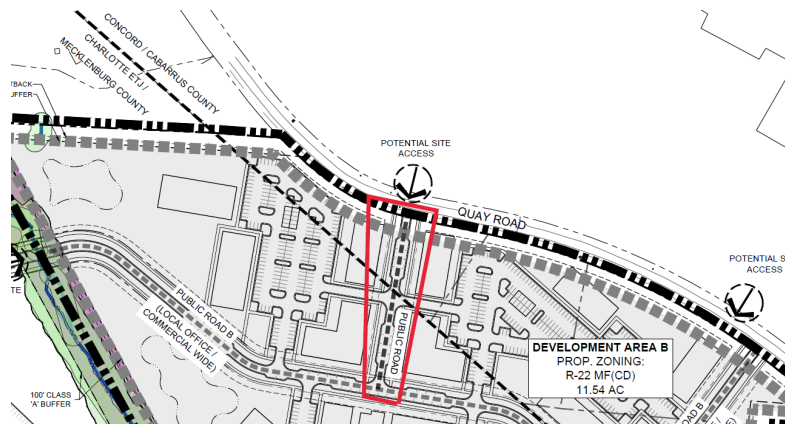
Strikethrough = Resolved

Traffic Study:

1. A Traffic Impact Study Addendum is required for the complete review of this petition to update the previously approved TIS phasing requirements.

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. Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 8-foot sidewalk on newly N-S public Road per Chapter 20.



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3. Add a conditional note specifying "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."
4. Revise site plan and conditional note(s) to commit to identifying who is maintaining each public roadway.
5. Revise site plan and conditional notes(s) to commit to coordinating with CATS to provide a public connection to the nearest CATS bus stop to the North of the site.
6. Add conditional note specifying "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."

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. To obtain a street and pedestrian lighting recommendation, the petitioner should visit the following link: <https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>