

Rezoning Transportation Analysis

Petition Number: 2023-030

General Location Identifier: 05113204,05142102,05142111

From: Jake Carpenter, PE

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Reviewer:

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Revision Log:

Date	Description
5-24-23	First Review (DR)
6-21-23	Second Review (DR)

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. 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 label and dimensioning streetscape elements of Caldwell Park Drive and making Abercromby Street an emergency/secondary access. 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 Dwelling Units	30	Tax Record
Entitlement with Current Zoning	Single Family Detached Multifamily (Low-Rise) (MX-2 [INNOV], 123.8 acres)	397 Dwelling Units 184 Dwelling Units	5,280	General Guidance from Planning or RZP# 2021-125
Proposed Zoning	Industrial (I-2, 123.8 acres)	2,500,000 SF	3,990	Site Plan: 01-16-23

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

Outstanding Issues

Strikethrough = Resolved

1. Traffic Study:

A previous Traffic Impact Study was approved for the site as a part of rezoning petition 2021-125 but due to the change of land use and the site generating over 2,500 daily trips a new TIS or update is necessary for the complete review of this petition.

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).

Clarifying Comment 6.21.2023: Contact Andrew Ritter at Andrew.Ritter@charlottenc.gov to provide trip generation on the proposed land uses for determination of TIS requirements.

2. Remove the connection to Abercromby Street.

Clarifying comment 6.21.2023: Add conditional note that Abercromby Street will include a Knox box and will be an emergency/secondary access.

3. Add conditional note(s) committing to extend Caldwell Park Drive and upgrading to a local industrial street standard to accommodate the increased truck traffic.

Clarifying Comment 6.21.2023: Add conditional note for CLSDM Local Industrial Street (U-06) for the Caldwell Park Drive extension.

4. Add conditional note that petitioner shall construct bicycle facilities by installing a 12' multi-use path with an 8' minimum planting strip along Caldwell Park Drive. The proposed multiuse path should be extended along the southern side of Caldwell Park Drive to the northwest corner of Parcel ID 05114117 owned by Mecklenburg County.

Clarifying Comment 6.21.2023: Label and dimension streetscape elements (12' multi-used path and 8' planting strip) along Caldwell Park Drive/Caldwell Park Drive extension.

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5. ~~Add conditional note to dedicate greenway area on the south side of Back Creek Church Road extending the existing greenway to the right of way of Interstate 485. The multiuse path will provide a connection from the site to the Mecklenburg County Park (Caldwell Park).~~
6. ~~Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 6-foot sidewalk along each side of the proposed local industrial street. The site plan shall label and dimension each item from the back of curb.~~
7. ~~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."~~
8. Add a conditional note specifying "the Petitioner shall dedicate and convey in fee simple 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."

Clarifying comment 6.21.2023: Add conditional note about CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible.

~~e. The Petitioner shall dedicate and convey in fee simple all public rights-of-way to the City of Charlotte before the Site's first building certificate of occupancy is issued.~~

Add

9. ~~Add a conditional 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."~~
10. ~~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 northeastern 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

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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>