

Rezoning Transportation Analysis

Petition Number: 2016-128

*General Location Identifier: 03304109;03304123;03304122;03304119;03304120
03304117;03304111;03320114;03304110*

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CDOT's review of this rezoning petition is intended to ensure consistency with the Transportation Action Plan (TAP) which seeks 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

To be provided prior to public hearing.

General Description

The site is bordered by I-485 and two (2) major thoroughfares: Brookshire Hwy. (NC 16) and Mt. Holly-Huntersville Rd.

The site is located within a Center outside Route 4.

The site was previously rezoned (2008-031 and Zoning Administrative Amendments) as a 100 acre suburban commercial/residential development. The proposed zoning adds corporate office use and increases the total development to 125 acres.

Traffic Impact Study (TIS) was conducted in 2006 and identified off-site transportation mitigation improvements that were included in the 2008 rezoning. An updated TIS is in progress.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	0	<i>VirtualCharlotte</i>
Entitlement with Current Zoning	Mini-Storage	127k sf	23,356	<i>RZ 2008-031</i>
	Apartments	500 dwellings		
	Townhomes	265 dwellings		
	Office	129k sf		
Proposed Zoning	Retail	402.5k sf	41,590	<i>TIA Scoping</i>
	Mini-Storage	127k sf		
	Apartments	500 dwellings		
	Townhomes	93 dwellings		
	Hotel	200 rooms		
Theater (Retail)	60k sf			
Office	365k sf			
Retail	188k sf			

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	Gas Station	14 fueling pumps	
	Bank	4k sf	
	Restaurant	39.9k sf	
	Fast Food	8.1k sf	

Curbline *(to be used in conditional Urban cases)*

The proposed zoning district has a setback measured from an existing or proposed future curbline.

- The future curb lines on Mt. Holly-Huntersville and Brookshire will be determined by TIS results.
- The future curblines for all internal public and/or network required streets will be set using the cross sections defined by the City's Standards for Urban Street Design applied through the Subdivision Ordinance

Resolved Issues

N/A

Outstanding Issues

1. The TIS is currently under review by NCDOT and CDOT. Additional transportation comments may be forthcoming once the agencies have completed the review of the most recently submitted TIS. Below are some initial thoughts about potential mitigation measures:
 - a. CDOT does not support westbound triple left turns from MMH Rd. onto inbound Brookshire Hwy. The petitioner should evaluate and recommend alternative capacity treatments at this intersection that maximizes traffic flow on Brookshire Blvd., such as a continuous flow intersection (CFI), a superstreet design or the future conversion to grade separation.
 - b. On RZ-3, two (2) westbound MHH Rd. thru travel lanes may be needed from Chastain Parc Dr. to Brookshire Hwy and access "B" at MHH Rd./Public Street 1 should be limited to a westbound directional left-over, providing lefts in/rights-in/rights-outs.
 - c. Public Street 2's connection to Chastain Parc Dr. (existing adjacent single-family subdivision) should to completed and approved before the site's first CO is issued.

2. The petitioner should revise the site plan to show Streets 6 and 7 as public streets. Public Streets 6 and 7 should be constructed to local office/commercial wide street section standards (CLDSM U-05), including right of way dedication.

3. The petitioner should revise the site plan to show on-street parallel parking on all internal public streets except within 70' of intersecting street.

4. The petitioner should consider traffic calming design features along public street 7. CDOT suggests single lane roundabout/s intersection treatment at public street 4 and/or public street 1 to encourage lower travel speeds between Brookshire Hwy. and Chastain Parc Dr.

5. The petitioner should revise the site plan to improve the walkability and interconnectivity among land uses.
 - a. Provide 12-foot multi-use paths (MUP) along both/each side of MHH Rd. and Brookshire Hwy. (instead of in-street bike lanes) through the limits of any/all transportation improvements, including safe connections to existing facilities or at gaps in the bicycle/pedestrian network.
 - b. Site's internal sidewalk and/or MUPs need to connect frequently to MHH Rd. and Brookshire Hwy's proposed MUPs.
 - c. An MUP is recommended to connect the proposed residential use to Chastain Parc subdivision along the site's southern property line.

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- d. Encourage walkability by moving office closer to retail uses or vice versa.
 - e. Revise note 5f to commit to 8' planting strips and 6' sidewalks along all the site's internal private streets.
 - f. Consider additional connection(s) between Development Area D (residential) and Development Area B/D (theater/retail/storage)
6. The petitioner should contact Stephen Bolt (704-432-5561) to determine if street lighting improvements can be accomplished through this rezoning.
 7. The petitioner should revise the site plan to remove (i) and (ii) from note 4. III. e. specifying dedication and fee simple conveyance of all proposed rights-of-way (i.e. all transportation mitigation phases) before the site's first building certificate of occupancy is issued. CDOT requests dedication from centerline through 2' behind sidewalk.
 8. The petitioner should revise the site plan note 4. II. b (upon completion of the TIS) specifying all transportation improvements will be constructed and approved before the site's first building certificate of occupancy is issued or phased per the site's development plan.

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. 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. 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.
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 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.
4. 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit to be 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 the

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construction/installation of the non-standard item(s). Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

Revision Log

Date	Description	By
08-31-2016	First Review	RHG