

# Rezoning Transportation Analysis

Petition Number: 2017-123

General Location Identifier: 04928201

**From: Kelsie Anderson, PE**  
[Kelsie.Anderson@charlottenc.gov](mailto:Kelsie.Anderson@charlottenc.gov)  
704-432-5492

**Reviewer:** Rick Grochoske  
rgrochoske@charlottenc.gov  
704-432-1566

## Revision Log:

Date	Description
08-16-2017	First Review, KLA

## General Review Information

The site is on University City Blvd (major thoroughfare) near the signalized intersection with WT Harris (Class II limited access facility) interchange and is located in a corridor outside Route 4. Local bus routes 11 (N Tryon) and 29 (UNCC/Southpark) run along University City Blvd. The site is within the study limits of the JW Clay Transit Station Area Plan.

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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.*

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Based on our review of the petition, we offer the following information for your consideration.

## Transportation Summary

To be provided prior to public hearing.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Parking Lot	N/A	0	Tax Record
Entitlement with Current Zoning	Parking Lot	N/A	0	<a href="#">RZ 1990-55C</a>
Proposed Zoning	Gasoline / Service Station with Convenience Market	14 fueling positions	2,280	Site Plan: 07-14-17

## Outstanding Issues

Strikeout = Not an outstanding issue

- ~~1. **Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is not need for the complete review of this petition.~~
2. The City has identified the WT Harris and University City Boulevard intersection as a high-use crossing location between Toby Creek greenway and the university area multiuse path system and is partnering with the University and the NCDOT to implement specific improvement needs (see Figure 1) to create a better crossing. The petitioner should revise the site plan and conditional notes to further the development and implementation of the crossing improvements and multiuse path from to

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offset the increased crossing conflict potential caused by the additional vehicle trips generated by the proposed use.

Specifically, CDOT requests that the petitioner partner with the City to construct the curb return improvements on the site side of University City Blvd (see Figure 2 - 50% Design Concept), expand the plaza (square footage to be determined in conjunction with urban design) which requires pipe extension not shown in Figure 2, and widen the existing sidewalk to a 12' multiuse path along the shopping center's University City Blvd. site frontage. Additional coordination is needed to document the partnership responsibilities in a conditional note or developer's agreement.

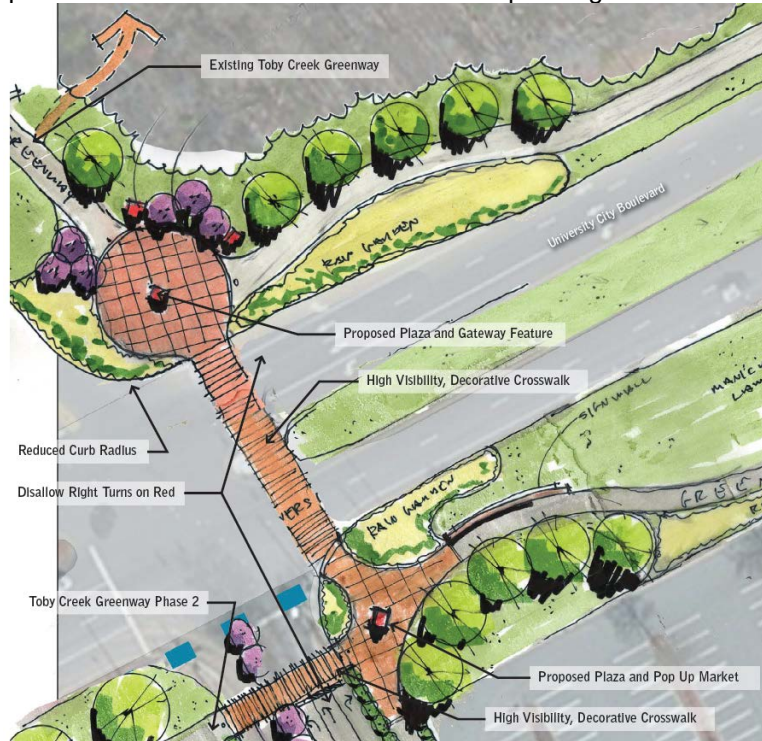


Figure 1

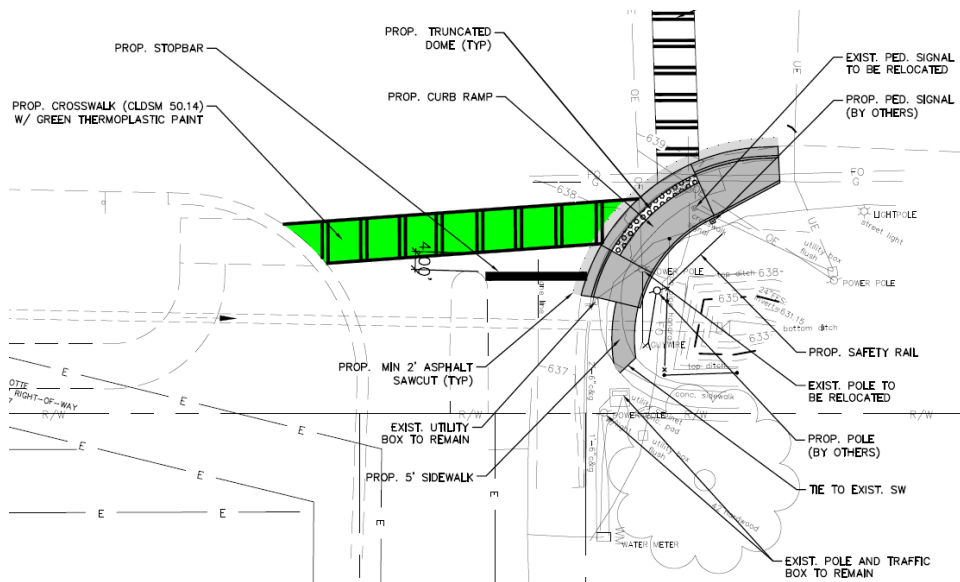


Figure 2 - 50% Design Concept

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## 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. 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.
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 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.
3. 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.
4. All proposed commercial driveway connections to a future public street will require a driveway permit to be 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 the construction/installation of the non-standard item(s). Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.