

## Rezoning Transportation Analysis

Petition Number: 2019-114

General Location Identifier: 15301104, 15301112, 15301114

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Revision Log:	Date	Description
	09-19-19	First Review

### General Review Information

The site is 70.53 acres generally bound by Scott Avenue (major thoroughfare, city maintained), Morehead Street (major thoroughfare, state maintained), Blythe Boulevard (private), and East Boulevard (major thoroughfare, city maintained). The development will be phased with Phase 1 anticipated to be completed by 2025 and Phase 2 to be completed by 2030. The site is in a wedge inside Route 4 and is within the limits of the Dilworth Land Use & Streetscape Plan.

### Active Projects Near the Site:

- Belk Greenway Connector
  - The project will connect the Little Sugar Creek Greenway to the Irwin Creek Greenway. The connection will be created through coordination with developers and NCDOT, starting at Baxter Street, running along McDowell Street and then along the I-277 belt with connections into uptown Charlotte.
- Winthrop Avenue Sidewalk
  - The project will provide sidewalk and planting strips along Winthrop Avenue from Kingston Avenue to Myrtle Avenue near Latta Park.
- South Boulevard Corridor Implementation
  - The project will implement pedestrian hybrid beacons, bulb-outs, and pavement markings at various locations along South Boulevard between Clanton Road and Carson Boulevard.

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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.*

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*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

The petition requires a Traffic Impact Study, TIS, to review potential transportation mitigations associated with the development. A TIS was submitted, and it is currently under review by NCDOT and CDOT. An updated transportation summary will be provided, once the comments below have been addressed and the TIS has been approved by both agencies.

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### Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use*	College Hospital Single Family	42,290 sf 173,810 sf 19 dwellings	5,070	Traffic Impact Study: 08-26-19
Entitlement with Current Zoning**				Waiting on Planning
Proposed Zoning***	Medical Office Building Retail Hospital Single Family Apartments Hotel	270,000 sf 55,000 sf 1,390,000 sf 6 dwellings 200 dwellings 200 rooms	10,840	Traffic Impact Study: 08-26-19
<p>*The Existing Use only represents the portion of the site to be demolished.</p> <p>**The Entitlement for the site is not currently available. Planning to provide guidance.</p> <p>***The Proposed Zoning includes only the new proposed development, with credit given for the demolished land uses.</p>				

**Commented [MJ1]:** Given the scope of the rezoning and the myriad of uses on the property, it is very difficult to piece together the entitlement. I asked Kimley-Horn to provide the entitlement but so far they have not done so.

**Commented [MJ2]:** Kimley-Horn provided existing and proposed zoning, as shown in Table 5.1 of the TIS. However, this number doesn't seem to incorporate all of their proposed uses.

### Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

- Curblines** The proposed zoning district has a setback measured from back of the existing or proposed future curblines.
  - This petition is undergoing a Traffic Impact Study. The curblines along the streets that front the developed property may remain in its existing location. Pending the Traffic Impact Study approval, the curblines may be relocated to its future location to accommodate any necessary transportation improvements.
- Traffic Study** A Traffic Impact Study is necessary for the complete review of this petition.

**Commented [KLA3]:** Use this comment in CD urban cases only (TOD, MUDD, UMUDD, UR, NS, CC, Ped & TS Overlays) and Delete advisory note 1

If requesting curb and gutter, make sure you include what ordinance requires it. Chapter 19<sup>th</sup> or 20<sup>th</sup>

Staff received the Traffic Impact Study August 26, 2019 and has begun the review process. CDOT and NCDOT will be reviewing the study intersections and transportation improvements to provide comments to the petitioner before approval of this rezoning petition.

The public hearing will not be scheduled until the TIS is approved. This will allow for the minimum time necessary for CDOT to review and approve the study and reach agreement with the petitioner on the required transportation commitments, and have them included on the last site plan submitted no fewer than 4 weeks prior to the public hearing.

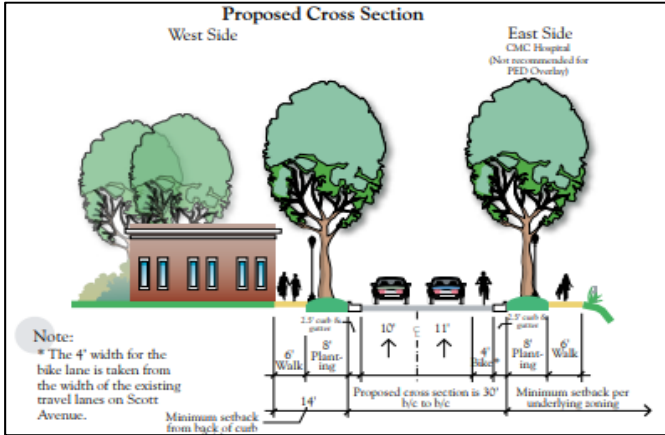
- The petitioner should revise the site plan and conditional notes to commit to provide enhanced pedestrian accommodations (new accessible ramps, APS buttons, and pedestrian signals) on all intersections being impacted by the traffic impact study.
- Kenilworth Avenue is an existing major thoroughfare located within Route 4. The petitioner should revise the site plan and conditional note(s) to commit to dedicate 40 feet right-of-way from the road centerline along Kenilworth Avenue. The site plan should label and dimension the right-of-way from the road centerline.

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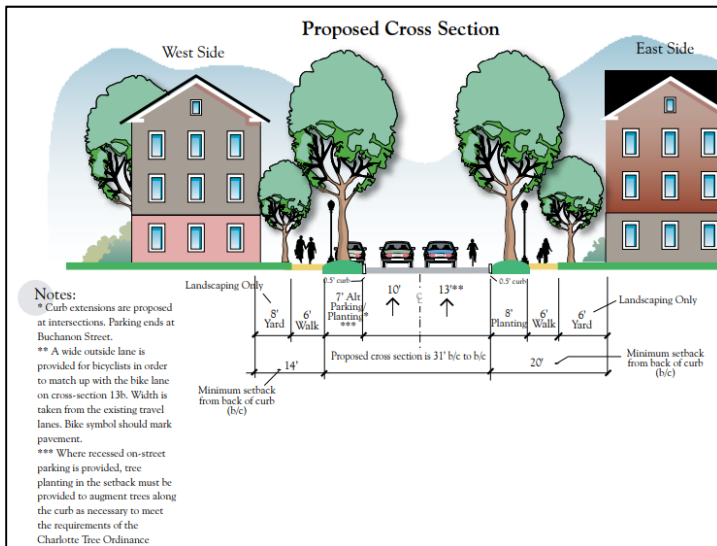
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- The petitioner should revise the site plan and conditional note(s) to eliminate conditional note(s) 7a and 2a. The streetscape in accordance to the Dilworth Land Use and Streetscape Plan (see illustration below) to construct an 8-foot planting strip, and 6-foot on Scott Avenue between Pierce Street and Romany Road. The site plan should label and dimension both items from the back of curb and gutter and road centerline.



- The petitioner should revise the site plan and conditional note(s) to eliminate conditional note(s) 7a and 2a. The streetscape in accordance to the Dilworth Land Use and Streetscape Plan (see illustration below) to construct an 8-foot planting strip, and 6-foot on Scott Avenue between Fillmore Avenue to Pierce Street. The site plan should label and dimension both items from the back of curb and gutter and road centerline.

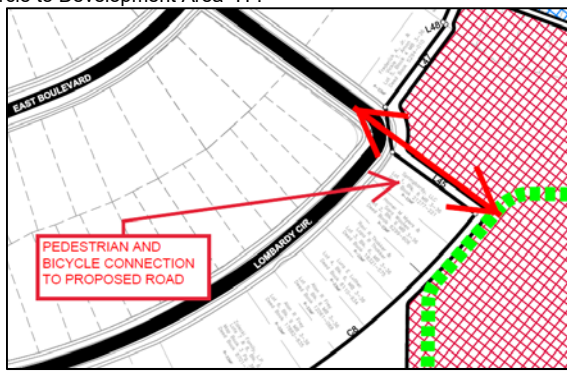


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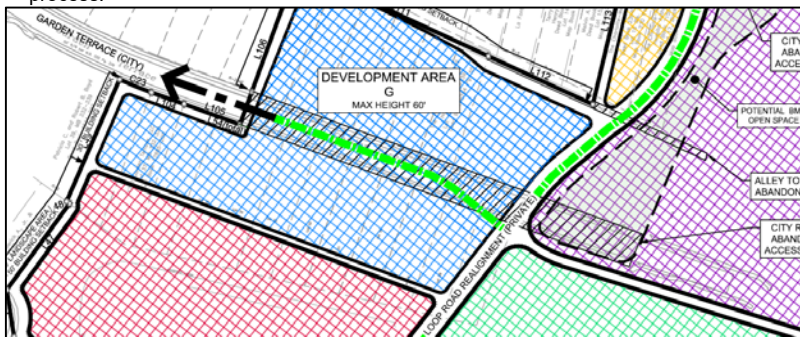
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6. The petitioner should revise the site plan to provide USDG typical sections for all private streets.
  - a. In addition, all private streets should have a public easement.
7. The petitioner should revise the site plan and conditional notes to provide a typical section of Medical Center Drive and its associated bridge. The bridge should include a minimum of 8-foot sidewalks on each side.
8. The petitioner should revise the site plan to commit to construct a pedestrian and bicycle connection from Lombardy Circle to Development Area "H".



9. The petitioner should revise the site plan to commit to construct the new extension of Garden Terrace to Loop Realigned to USDG typical section, and provide a public access easement.
  - a. The petitioner should revise the site plan and conditional notes to add a note stating the right-of-way abandonment process will need to be pursued through the City abandonment process.

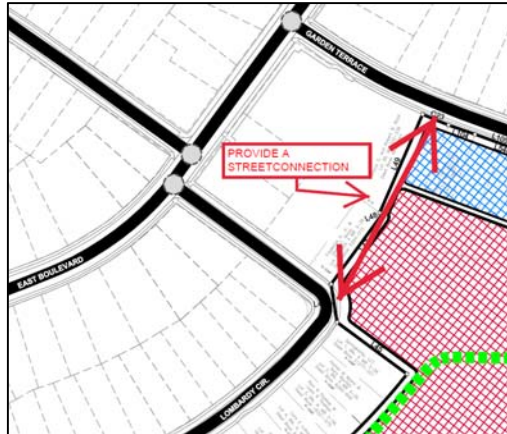


10. The petitioner should revise the site plan to commit to construct the extension of Lombardy Circle to Garden Terrace (see exhibit below). The street can be a public street or private street. If it is going to be a private street, then it should provide a public access easement.

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11. The petitioner should revise RZ-5 Traffic Circulation Plan Sheet and conditional notes to commit to construct additional pedestrian connectivity between all public streets to encourage more walkability within the campus.
12. The petitioner should revise the site plan and conditional notes to commit to provide a Transportation Demand Management (TDM) Plan as part of the development to reduce single occupancy vehicular (sov) trips. In addition, the plan should provide options to reduce ingress and egress sov trips into the site. The TDM plan should be as specific as possible to review the plan. The plan should include shuttle buses from the parking decks to the office buildings, as well as to transit locations.
13. The petitioner should revise the site plan and conditional notes to commit to provide a robust and comprehensive Wayfinding Plan for the entire campus. The plan should include vehicular wayfinding for outer loop roads, internal streets, as well as pedestrian wayfinding once visitors have parked their vehicles.
14. The petitioner should revise the site plan and conditional note 5E to abandon a smaller portion of Fountain View Street up to the new internal street intersection (see exhibit below).

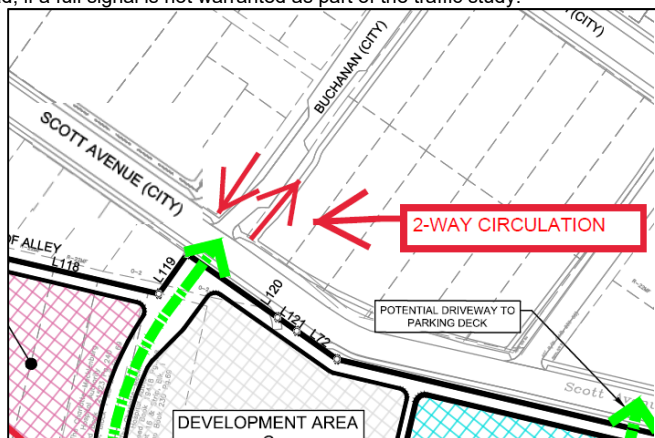


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15. The petitioner should revise the site plan and conditional notes to commit to provide pedestrian and street lighting on all internal streets within the development.
16. The petitioner should revise the site plan and conditional notes to commit to construct the accessible paths down to the Little Sugar Creek Greenway as graphically illustrated on RZ-4 "Greenway Improvement Sheet".
  - a. In addition, the petitioner should install pedestrian lighting along the new re-constructed section of the Little Sugar Creek Greenway along the development.
17. The petitioner should revise the site plan and conditional notes to convert existing Buchanan Street at Scott Avenue intersection as a two-way direction street. This will improve connectivity for the neighborhood. In addition, the intersection should include a pedestrian signal to assist pedestrians to cross the road, if a full signal is not warranted as part of the traffic study.



18. The petitioner should revise the site plan and conditional notes to commit to provide enhanced pedestrian accommodations (new accessible ramps and pedestrian signals) on all intersections being impacted by the traffic impact study.
19. The petitioner should revise the site plan to add a note 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 right of way set at 2' behind back of sidewalk where feasible.
20. The petitioner should revise the site plan to add a 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.

### 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

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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.