

# Rezoning Transportation Analysis

Petition Number: 2018-151

General Location Identifier: 04725204

From: Felix Obregon, PE

[fobregon@charlottenc.gov](mailto:fobregon@charlottenc.gov)

704-432-5729

Reviewer:

Rick Grochoske, PE

[rgrochoske@charlottenc.gov](mailto:rgrochoske@charlottenc.gov)

704-432-1556

## Revision Log:

Date	Description
12-20-2018	First Review
01-23-2019	Second Review
02-18-2019	Third Review
05-20-2019	Fourth Review

## General Review Information

The site is on JW Clay Boulevard (major collector) and is located in a corridor outside Route 4. The site is within the 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

The site is located on JW Clay Road, a minor thoroughfare, near the JW Clay Transit Station. A traffic impact study will be required during permitting to mitigate the traffic. The City is requesting the site plan to commit to several multi-modal improvements due to its proximity to the JW Clay station. We are also asking the site plan to commit to implement the ordinance required streetscape along JW Clay Boulevard or the petitioner agreeing to dedicate to the City one acre of new pervious surface as credit toward the City's own requirements for PCSO compliance on the JW Clay Blvd. Streetscape Project.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Retail	209,720 sf	10,990	Tax Record
Entitlement with Current Zoning	Retail	209,720 sf	10,990	Tax Record
Proposed Zoning	Retail Library Apartments	300,000 sf 20,000 sf 600 dwellings	48,760	Site Plan: 11-20-18
	Retail	260,000 sf	17,660	Site Plan: 05-13-19

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	Library Apartments	40,000 sf 600 dwellings		
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## Outstanding Issues     ~~Strikeout~~ = Not an outstanding issue

1. **Curbline:** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The location of JW Clay Blvd. future back of curb basically remains in its existing location *however*, the petitioner needs to verify all future curb line locations as shown on the City's JW Clay's CIP project to verify the site's future building setback lines. *CDOT has forwarded the construction plans to the petitioner.*
2. **Revised Comment based on site plan 5/14/2019 Traffic Impact Study:** A Transportation Impact Study (TIS) is necessary for the "permitting process" review of this petition. To date, a TTM Scoping Meeting has occurred, however, CDOT has not received and/or approved the TTM scope. The TTM needs to be reviewed and approved by CDOT, so that the petition's Public Hearing date can be scheduled. Additional transportation comments will be forthcoming after the TIS is reviewed and approved by CDOT. Potential transportation concerns and recommendations/improvements needed to be studied in the TIS include, but are not limited to:
  - a. Revised Comment: ~~Providing pedestrian and bike connectivity along the west side of JW Clay Blvd. between Village Shopping Center Dr. and University Center Blvd. (i.e. crossing WT Harris Blvd.), including southbound JW Clay Blvd. right turn pedestrian refuge islands (see Comment 14 below). The section of JW Clay Blvd. between Village Shopping Center Dr. and University Center Blvd. is not included in the current JW Clay CIP Project. Comment Rescinded~~
  - b. ~~Providing pedestrian and bike connectivity from the site to the existing public street network, CATS JW Clay Blue Line Station, the existing JW Clay Blvd. mid-block pedestrian "hawk signal" severing the future Barton Creek Greenway on the northside of JW Clay (see note 5). Comment Rescinded~~
  - c. ~~Providing pedestrian and bike connectivity to cross WT Harris Blvd. at JM Keys Dr./University Executive Park Dr. intersection.~~
  - d. ~~The petitioner shall revise the site plan and conditional note(s) to provide the following street cross section with no on-street parking and throat length as measured from JW Clay Blvd.:~~
  - e. ~~Private streets "A" and "B" — 4 travel lanes with a 200' internal throat length without any driveways in this section.~~
  - f. ~~Doug Mayes — 2 travel lanes with a 75' internal throat length without any driveways or on-street parking within this section.~~
  - g. **Revised Comment per site plan 5/14/2019 for information only:** CDOT has not seen a traffic analysis that supports the removal of travel lanes on proposed Private Streets A and B. CDOT is concerned the two (2) full-access intersections on JW Clay Blvd. at Public Street A and Private Street B traffic and the intersection of Public Street and Public Street B operations and/or capacity may be reduced, creating possible higher v/c ratios and degraded level of service. The petitioner needs to prepare a traffic analysis, including Synchro, SimTraffic, and weave analyses results that documents and depicts traffic impacts to the following four (4) intersections:
    - JW Clay Blvd. /Village Shopping Center Dr./proposed Public Street A
    - JW Clay Blvd. /Village Shopping Center Dr./proposed Private Street B
    - Public Street A/Public Street B/Private Street C
    - Private Street B/Private C (i.e. proposed oval roundabout)
  - h. The proposed Public Street A's 200' internal site throat length is a concern to CDOT because the intersection at Public Street A/Public Street B creates weave/merge conditions due to motorists desiring to turn right to enter Building 10 (parking deck), proceed straight, or turn left to enter a future parking deck located on Parcel C2. The proposed elimination of one of the existing dual left NB JW Clay Blvd. at Village Shopping Center Dr. (i.e. Private Street "B") is a recommendation proposed by the petitioner, not support by a traffic analysis. CDOT also

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needs to know the number of proposed parking spaces for each parking deck to better understand the potential weave/merge traffic impacts on Public Street A and to insure parking deck operations do not affect Public Street A/Public Street B intersection traffic operations during peak traffic conditions.

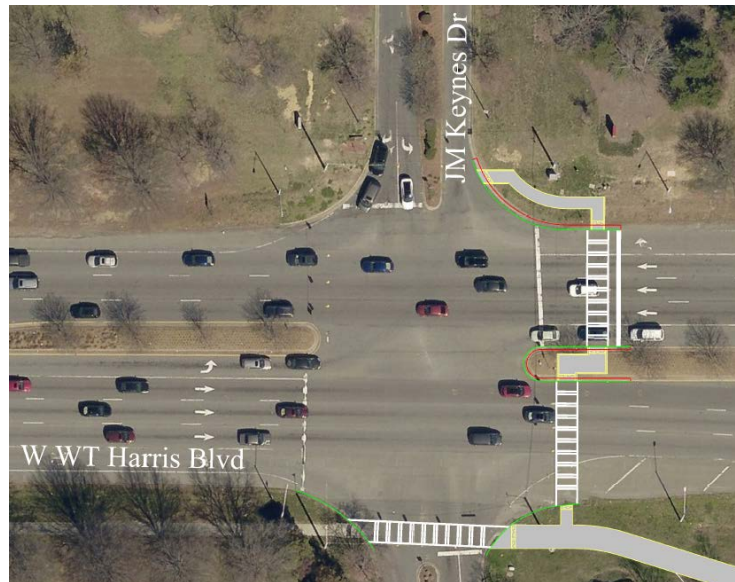
3. ~~The petitioner should revise the site plan and conditional note(s) to implement and commit to a contiguous private street running north/south through the site between the site's southern boundary line and connecting to Doug Mayes Place as recommend in the approved University City Area Plan. This private street needs to include a public access easement, however this street could be designated a "festival" street and portions closed for special events. This private street will provide needed street connectivity to the City's CIP I-85 North Bridge Project and internal traffic circulation so that the existing public street system (i.e. JW Clay Blvd.) is not sustainably impacted. The petitioner needs to also reach out to the Hilton Hotel property owner/s to extend this private street connection from the site to JM Keys Dr. The petitioner and Hilton Hotel property owner/s should partner together to implement the site's private street connection to JM Keys a reality. Comment rescinded~~
4. ~~The petitioner should revise the site plan and conditional note(s) to implement and commit to a 12' multi-use path (MUP) along the north side of WT Harris Blvd. between JW Clay Blvd. and North Tryon St. (US 29). Comment Rescinded:~~
5. ~~The petitioner should revise the site plan and conditional note(s) to implement and commit to the extension of the proposed site's pedestrian green space connection (i.e. 8' planting strip and 12' MUP) to the existing JW Clay Blvd. mid block pedestrian "hawk signal" severing an existing Greenway on the northside of JW Clay and beyond connecting to CATS JW Clay Blue Line Station. Comment Rescinded:~~
6. ~~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 for the City's implementation of the City's JW Clays Streetscape/Cycle CIP Project before the site's first building certificate of occupancy is issued. Revised Comment:~~
7. ~~The petitioner should revise the site plan and conditional note(s) to provide additional right-of-way and/or permanent/temporary easements for all drainage and utility improvements along the site's JW Clay Rd.'s frontage. The petitioner will need to coordinate with the City's JW Clay's CIP team to determine all required right-of-way and easement needs for the City's project. The petitioner needs to overlay the City's JW Clay's CIP plans on the revised site plan to determine future curbline locations (i.e. to verify building setback lines) and future right of way and/or permanent easement needs along the site's JW Clay frontage. The City's EPM department is currently investigating JW Clay's CIP right-of-way needs as compared the petitioner's site survey information.~~
8. **Revised Comment per site plan 5/14/2019:** The petitioner should revise the site plan to add a note specifying all transportation improvements as **identified in the petition's TIS** (see comment 2 above) and mutually agreed upon between the petitioner and CDOT 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 and TTM.
9. **New Comment per site plan 2/18/19:** The petitioner should revise the site plan and add a conditional note(s) to specifically state the petitioner will implement an 8' planting strip and 8' sidewalk along the site's JW Clay Rd. frontage as required by ordinance. In lieu of implementing the above streetscape improvements, the petition can contribute \$75,000 to fund the 8' sidewalk construction costs and dedicate all necessary right-of-way and permanent/temporary construction easements to implement the City's JW Clay's CIP project (Chapter 19, Article VI, 19-173).
10. ~~New Comment: The petitioner shall revise the site plan and conditional note(s) to provide a public access easement for Private Streets "A" and "B".~~

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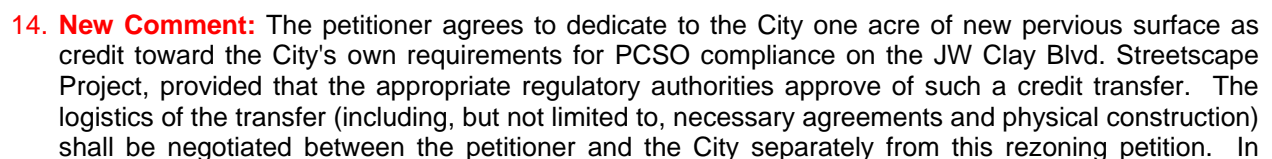
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11. ~~New Comment per site plan 2/18/19:~~ Cross-section "D-D" shall match "A-B" cross-section to match the existing and future vehicular capacity needs of the proposed development. CDOT recommends the inside EB thru lane on both Private Road "A" and "B" terminate as a "drop lefts" into Parcels "D" and "A", respectfully.
12. **Revised Comment per site plan 5/14/19:** The petitioner should revise the site plan and conditional note(s) to provide complete engineering construction documents submitted to the City for approval/permitting. The petitioner shall implement all geometric improvements, including two (2) accessible ramps, concrete work, signing/pavement improvements, etc. CDOT will be responsible to design and implement all necessary traffic/pedestrian traffic signal modifications ~~-\$80,000 contribution toward the completion-~~ at the proposed "Z" pedestrian crossing at WT Harris Blvd. and JM Keys intersection. See the below conceptual pedestrian improvements at this location.



13. ~~New Comment:~~ The petitioner should revise the site plan and conditional note(s) to design and implement streetscape, bike and pedestrian improvements on the west side of JW Clay Rd. between WT Harris Blvd and Village Shopping Center Dr. (see comment 2.A. above and the recommended conceptual improvements for this section of JW Clay Rd. below).

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exchange for this PCSO credit, the petitioner shall not be required to build or fund Chapter-19 improvements along the site's JW Clay Blvd. frontage, for the value of the PCSO commitment far exceeds the value of new sidewalk. If regulatory authorities do not approve of this credit transfer, or the logistics cannot reasonably be negotiated within timetables acceptable to both the petitioner and the City, the petitioner and the City shall negotiate other commitment(s) reasonably comparable in scope and scale.

15. **New Comment per site plan 5/14/19:** The petitioner needs to revise the site plan and add conditional notes that states the proposed Building 10 parking deck entrance /exit driveway on Public Street "B" be located as close as possible to the site's southern property line, to create maximum queuing distance between the deck's entrance/exit driveway and Public Street "A".

## 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.