

Rezoning Transportation Analysis

Petition Number: 2018-092

General Location Identifier: 03725205

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Revision Log:

Date	Description
08-20-2018	First Review
06-18-2019	Second Review
08-19-2019	Third Review

General Review Information

The site is at the signalized intersection of W WT Harris Boulevard (Class 2 major thoroughfare) and Old Statesville Road (major thoroughfare) and is located in a corridor outside Route 4.

Active Projects:

- NCDOT: Old Statesville Road Widening Project (U-5772)
 - The proposed site access is directly affected by NCDOT's funded NCDOT's U-5772 TIP project. NCDOT will need to review and approve the proposed site access and street network and its potential transportation impacts associated with the funded NCDOT TIP project. An existing Zoning Administrative Approval, dated February 10, 1993 requires a Harris Technology Blvd. to be extended east through the site and connect to Old Statesville Rd.

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

The site is located along a major thoroughfare. The site plan needs to provide two (2) public site driveways to serve the site's full entitlements or agree to a reduced project density until NCDOT constructs the Quad Loop connector roadway. CDOT is requesting additional public street connectivity to meet the intent of the previous rezoning for this property and provide better street network in the area due to the lack of existing street connectivity.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	0	Tax Record
Entitlement with	Office	100K sf	6,810	RZ 1997-051

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Current Zoning	Retail Warehouse	55K sf 200K sf		
Proposed Zoning	Apartments	350 dwellings	1,910	Site Plan: 06-10-19
	Apartments	280 dwellings	1,520	Site Plan: 08-12-19

Outstanding Issues

Strikeout = Not an outstanding issue

1. **Curblin**: The proposed zoning district has a setback measured from back of the existing or proposed future curblin. All future curb lines will be determined once the mutually agreed upon street network is established among the petitioner, NCDOT, and CDOT. The location of the future back of curb will be determined by NCDOT.

2. ~~**Revised/Technical Comment (6/19/2019): Traffic Study**~~ A Traffic Impact Study (TIS) is necessary for the complete review of this petition, since the site has direct access to NCDOT's U-5772 TIP project. The June 2019 revised site plan site access has significantly changed, therefore CDOT/NCDOT is requesting a meeting with the petitioner to discuss the site's recommended street network and proposed TIS scope. The revised site plan, dated June 10, 2019 does not provide street connectivity between Harris Technology Blvd. and Old Statesville Rd. All site access driveways and street connections will be determined by the site's approved TIS document. Additional transportation comments may be forthcoming pending the outcome of the approved TIS. The traffic study was required since the August 2018.
 - a. ~~**New Comment based on Site Plan Dated 6/13/19:**~~ A meeting needs to be held to discuss the Traffic Study Scope as the revised site plan dated 6/13/19 has drastically changed from the original site plan.

3. ~~**Revised Comment based on Site Plan Dated 6/13/19:**~~ The petitioner should revise the site plan and conditional note(s) to provide for a street network within the site to accommodate the extension of Harris Technology Blvd. (an existing stub street) to Old Statesville Rd. This street extension is required to comply with the City Planning's Subdivision Ordinance and an approved zoning requirement, relative to the site's existing zoning conditional notes (see the below approved Rezoning Amendment dated, February 10, 1993) and a possible extension of Harris Technology Blvd. alignment through site as depicted on the revised site plan, dated June 10, 2019).

The petitioner should revise the site plan and conditional note(s) to provide for a street network within the site to accommodate NCDOT's proposed "Quad Left" intersection reconfiguration at WT Harris Blvd. /Old Statesville Rd. This limited access street though the site is planned as a four lane divided roadway with proposed traffic signals at WT Harris and Old Statesville Rd. The final access at the proposed E/W street connection (i.e. Harris Technology Blvd. extension) to the Quad Left Roadway has not been determined.

4. **New Comment based on Site Plan Dated 6/13/19:** The petitioner should revise the site plan and add conditional notes to depict and specify all proposed transportation improvements as currently shown on NCDOT's U-5772 TIP project conceptual plans, including existing and proposed right-of-way, temporary construction easements, permanent easements for a planned traffic signal, proposed back of curb, and eastbound Quad left roadway right turn lane to the proposed local residential medium street, and required building setback lines along the site's Old Statesville Rd. frontage.

5. 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.

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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.