

Rezoning Transportation Analysis

Petition Number: 2019-049

General Location Identifier: 06125108

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Revision Log:

Date	Description
05-07-19	First Review
06-17-19	Second Review

General Review Information

The site is on Queen City Drive (major collector) and is in a corridor outside Route 4. Queen City Drive is a state maintained road, and the surrounding local roads are City maintained. The City has several sidewalk projects in the area.

- Queen City Drive Sidewalk: Installing sidewalk on Queens City Drive at Tuckaseegee Road intersection.
- Tuckaseegee Road Sidewalk: Installing sidewalk from Little Rock Road to Westerwood Drive.
- Little Rock Road Sidewalk: Installing sidewalk from Tuckaseegee Road to Robert L. Smith Park

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 proposed development on Queen City Drive is undergoing a traffic impact study. During this traffic impact study CDOT will explore options for access points as proposed by the petitioner as well as transportation improvements on Queen City Drive. Sheets Circle is currently an adjacent road that intersects Tuckaseegee Road and Queen City Drive. CDOT is requesting the petitioner realign the skewed intersection at Sheets Circle and Queen City drive to improve the intersection geometry.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	NA	0	Tax Record
Entitlement with Current Zoning	Apartments (9 acres of R-17MF)	153 dwellings	1,120	General Guidance from Planning
Proposed Zoning	Retail Hotel	100,000-sf 250 rooms	8,410	Site Plan: 03-11-19
	Hotel	225 rooms	2,500	Site Plan: 06-10-19

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	Office	35,000 sf		
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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 the future back of curb will be determined upon completion of Traffic Impact Study. (Site Plan: 6-10-19)
2. **Traffic Study** A Traffic Impact Study is necessary for the complete review of this petition. A Traffic Impact Study is required when the daily trips generated by a new development exceeds CDOT and NCDOT threshold. It is vital the petitioner provide an overall vision of how the proposed development will interact with the existing conditions of Queen City Drive and account for its surrounding neighborhoods, as well as the cumulative impact of future developments. The Traffic Impact Study will gather information from nearby intersections to analyze the traffic impacts as well as possible remedies to alleviate areas of concern the study may reveal. (Site Plan: 6-10-19)
 - a. The access points will be reviewed during the traffic impact study review to determine location, and whether certain access points will be full movement or be restricted to right-in and right-out.
 - b. The petitioner should revise the site plan and conditional note(s) to include a westbound Tuckaseegee Road left turn storage lane and westbound right turn lane into the proposed development.
 - c. **NEW COMMENT (Site Plan 6/11/19):** The proposed daily trips exceed 50 daily peak per day. This means a left turn lane will required on Queen City Drive into the development. The petitioner should update the site plan and conditional note(s) with language committing to the construction of a left turn lane with 150' storage lane.
3. ~~Subdivision Ordinance, Chapter 20. The petitioner should establish street connectivity north to south, as well as east to west. (Site Plan: 3-11-19)~~
 - a. ~~CDOT is requesting a stub from Parcel ID 06125108 to Parcel ID 06125112 to satisfy the required street connection per Subdivision Ordinance. The petitioner should contact owner of Parcel ID 06125112 to connect future developments. (Site Plan: 3-11-19)~~
4. If any part the proposed 'Building & Parking Envelope' will encroach the 20' Unnamed Street at the western property line the abandonment process is required. Petitioner should specify in the conditional notes how to proceed with modifying the 20' Unnamed Street. (Site Plan: 6-10-19)
5. The development should realign Sheets Circle to make a more perpendicular connection to Queen City Drive, to improve the skewed intersection. The request is based on the additional traffic being generated by the Development on Queen City Drive, and how it may impact the driver's ingress and egress onto Sheets Circle. The site plan should label, and commit to the realignment of the intersection. (Site Plan: 3-11-19)
6. ~~CDOT recognizes the streetscape improvements along the property frontage of Queens City Drive. The petitioner should revise the site plan and conditional note(s) to include language that commits to the construction of the proposed 2.5' curb and gutter, 8' planting strip, and 6' sidewalk shown in the site plan. (Site Plan: 3-11-19)~~

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- a. ~~The petitioner should revise the site plan to label, dimension, and callout the streetscape improvements along Queen City Drive.~~
7. ~~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. (Site Plan: 3-11-19)~~
8. ~~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. (Site Plan: 3-11-19)~~

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.