

## Rezoning Transportation Analysis

**Petition Number** 2016-049 **Updated** 3/22/2016

**Location** Approximately 10.22 acres located on the southeast corner at the intersection of Sam Wilson road and West Pointe Drive.

**Staff Resource** Rick Grochoske [rgrochoske@charlottenc.gov](mailto:rgrochoske@charlottenc.gov) 704.432.1556

CDOT’s Review of this rezoning petition is intended to ensure consistency with the Transportation Action Plan (TAP). The TAP seeks to ensure that Charlotte’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 to be used in the overall City staff analysis of the rezoning petition and includes information on trip generation, outstanding site plan concerns, and an overall summary of the case from a transportation perspective.

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

Existing Zoning			
Scenario	Land Use	Intensity	Trip Generation (Vehicle trips/day)
Existing Use	Restaurant	5.6k ft <sup>2</sup>	500
Entitlement	Retail	7.83k ft <sup>2</sup>	1300
Proposed Zoning			
Site Plan Date	Land Use	Intensity	Trip Generation (Vehicle trips/day)
Jan 2016	Gas Station/Convenience Market (Per Traffic Study) Drive Thru Restaurant	7.4k ft <sup>2</sup> 3.3k ft <sup>2</sup>	7,900

## Resolved Issues

1. The petitioner needs to locate the future back of curb along the site's northbound Sam Wilson Rd frontage 30.5' as measure from the existing street's centerline. This distance will accommodate two 11' travel lanes, a 6' bike lane, and 2.5' curb /gutter section. The petitioner needs to depict and add a conditional note to construct the above northbound Sam Wilson Rd. typical section from the WB I-85 exit ramp to West Point Dr. The curb lane will terminate at West Point Dr. as a right turn only lane.
2. The petitioner needs to revise the site plan to include an 8' planting strip and 6' sidewalk along the site's future back of curb along Sam Wilson Rd.
3. The petitioner needs to revise the site plan to include a "heavy duty truck apron" around the NB Sam Wilson Rd. to EB West Pointe Dr. curb return. The SE and NE intersection's corners and the existing West Point Dr. median will need to be improved to accommodate large trucks turning movements, pedestrian crossings, accessible ramps, and perhaps pedestrian refuge areas. Details of the intersection design will be approved during the construction permitting process.
4. The petitioner needs to replace the existing sidewalk along the site's West Pointe Dr. frontage to provide a 6' wide sidewalk with a reduced planting strip to preserve existing trees.
5. The petitioner needs to revise the site plan and extend the right turn lane on the SB I-85 exit ramp to provide 200' of storage. The single lane ramp should end as the left turn lane.
6. The petitioner needs to revise the site plan and extend the left turn lane on the NB I-85 exit ramp to provide 200' of storage. The single lane ramp should end as the right turn lane.
7. The petitioner needs to revise the site plan to locate the proposed auto driveway into the site approximately 250' from Sam Wilson Rd. This site driveway should have a 100' internal protection stem (throat).

## Outstanding Issues

1. The petitioner has provided a dimension of 30.5' from the existing Sam Wilson Rd. centerline (see resolved comments #1 above) to accommodate a "typical mid-block pavement cross-section". However the petitioner needs to further revise the site plan to locate the future back of curb for the NB approach of Sam Wilson Rd. at West Pointe Drive needs to be located 41.5' from the existing double yellow marking to accommodate three (3) 11' travel lanes (a left turn storage lane, thru lane, and a right turn only lane) and a 6' wide bike lane. If one included the existing 12' wide departure lane, the full Sam Wilson Rd. pavement widening 150' south of West Pointe Dr. needs to be 53.5' from edge of pavement on the west side to the future back of curb on the east (site) side.
2. The petitioner needs to revise the site plan to dedicate additional right-of-way in fee simple or place the future 6' sidewalk in a permanent Sidewalk Utility Easement (SUE) along the site's Sam Wilson Rd. frontage. The site plan also needs to be revised to depict a 70' x 70' SUE on the southeast quadrant of Sam Wilson Rd. and West Pointe Dr. to provide needs for possible future traffic signal hardware or area for a future roundabout.

3. The petitioner needs to add a conditional note to the revised site plan stating: "All transportation improvements must be completed and approved before the site's first building certificate of occupancy is issued.
4. The petitioner needs to revise the site to "reverse" the trucks fueling stations so that the internal (inbound) storage for trucks waiting to fuel can be substantially increased. This increased storage should prevent trucks queuing into the public street which is a zoning violation. We have received a letter from Mr. Chad Bruner with Love's, dated March 16, 2016 and understand the site has been designed to accommodate approximately 18 large trucks waiting to fuel should the fueling configuration stays as shown on the current site plan please provide written documentation that trucks will not back into the public right-of-way. If trucks are found to back into the public right-of-way, the petitioner needs to include a conditional note describing an action plan how to correct this problem from occurring.
5. The Traffic Impact Study, indicated a future traffic signal is needed at the intersection of Sam Wilson Rd./Performance Rd./West Pointe Dr. The petitioner needs to add a conditional note to the site plan the states the following: The petitioner agrees to contribute \$85,000.00 (i.e. estimated costs of a wooden pole traffic signal) for the design and implementation of a future transportation improvements at the subject intersection when warranted by NCDOT and CDOT. If the transportation improvements are not determined to be needed after five (5) years after the petition is approved by City Council this contribution will be used for pedestrian refuge improvements near the I-85/Sam Wilson interchange

#### **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. The setback for this district is measured from the back of the existing or future curbline as determined by CDOT and Planning during the permitting process.
2. 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.
3. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' sight triangles 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.
4. The proposed driveway connection(s) to West Pointe Drive will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation 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.

5. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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.