

## Rezoning Transportation Analysis

**Petition Number**      2016-049                                  **Updated**          3/9/2016

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

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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

## Outstanding 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. This transportation improvement shall be completed before the site's first building certificate of occupancy is issued.
2. All the below transportation improvements shall be completed and approved before the site's first building certificate of occupancy is issued.
3. 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.
4. 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.
5. The petitioner needs to improve pedestrian crossing across the existing I-85 exit ramp which may include pedestrian refuge islands to make the crossing/area ADA compliant.
6. 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.
7. 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.
8. 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.
9. The intersection of Sam Wilson Rd./Performance Rd./West Pointe Dr. is located too close to I-85 ramps; therefore both NCDOT and CDOT agree that a traffic signal will not be allowed at this intersection. If the petitioner/developer is concerned about delays returning back to I-85, the petitioner should investigate and consider implementing a one-lane roundabout with a northbound Sam Wilson to eastbound West Pointe right turn lane at this location.
10. 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).
11. The petitioner needs to revise the site plan to provide for a 100' internal protection stem (throat) at the proposed truck site driveway.

12. 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.

### **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 curblines 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.