

Rezoning Transportation Analysis

Petition Number: 2016-127

General Location Identifier: 19924157;19924158;19924161

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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.

Based on our review of the petition, we offer the following information for your consideration.

Transportation Summary

The site is on major thoroughfare previously studied as part of the Steele Creek Retail Center (Tanger Outlet Mall). While the petition increases in trip generation beyond the threshold for a traffic impact study, CDOT has determined that the remaining transportation mitigations and the anticipated internal capture of these uses, which support the larger retail entitlement, should be adequate to maintain the operations of the transportation system.

General Description

Site is on Dixie River Rd which is a major thoroughfare
Reference Steele Creek Retail Center rezoning 2013-001
Site is in a wedge outside of Route 4

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	0	Virtual Charlotte
Entitlement with Current Zoning	Retail	6k sf	1100	RZ 2013-001
Proposed Zoning	Hotel Fast Food w/ Drive Thru	125 rooms 6k sf	4000	Site Plan: 07/25/16

Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline. Existing curbline is in correct future location or location of the future curbline will be set using the cross sections defined by the City's Standards for Urban Street Design applied through the Subdivision Ordinance or prior rezoning (2013-001).

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Resolved Issues

1. The petitioner should revise the site plan to include the following transportation improvements from Rezoning 2013-001:

h. Improve Steele Creek Road (NC 160) & Shopton Road (intersection # 7) as follows:

- i. Re-mark the existing westbound through lane to a 2nd left turn lane on Shopton Road with 225 feet of storage and a 200-foot bay taper; and
- iii. With the introduction of this 2nd left turn lane the southwest corner of the intersection will need to be modified with new pavement (to safely maneuver larger vehicles without crossing into the adjacent travel lane) that terminates at the existing right turn lane on Steele Creek Road (CVS pharmacy - approximately 125 feet in length).

m. Improve Dixie River Road & Proposed Access "D" (intersection 10D) as follows:

- i. Construct Proposed Access "D" with one northbound ingress lane and one southbound egress lane. The existing median on Dixie River Road will eliminate the possibility of left entering vehicles or left exiting vehicles; and
- ii. The existing westbound through lane on Dixie River Road will be re-marked as a combined through-right turn lane;

o. Improve Dixie River Road & Proposed Access "F" (intersection 10F) as follows:

- i. Construct Proposed Access "F" with one northbound ingress lane and one southbound egress lane. The existing median on Dixie River Road will eliminate the possibility of left entering vehicles or left exiting vehicles; and
- ii. The existing westbound through lane on Dixie River Road will be re-marked as a combined through-right turn lane.

u. Improve Private Street & Proposed Access "L" (intersection 10L) as follows:

- i. With one eastbound and westbound through lane on Trojan Drive with a two-way left-turn lane (TWLTL) (three-lane section) commencing at Steele Creek Road and terminating at Shopton Road (the TWLTL will terminate as a westbound left turn lane at Proposed Access "N"). A westbound left turn lane with a minimum of 100 feet of storage should be marked within the TWLTL; and
- ii. Proposed Access "L" with 150 feet of stem length with one southbound entering lane and two northbound exit lanes (separate left and right lanes).

w. Improve Private Street & Proposed Access "N" (intersection 10N) as follows:

- i. With one eastbound and westbound through lane on Private Street with a two-way left-turn lane (TWLTL) (three-lane section) commencing at Steele Creek Road and terminating at Proposed Access "N" (mark for 100 feet of storage); and
- ii. Proposed Access "N" with 150 feet of stem length with one southbound entering lane and two northbound exit lanes (separate left and right lanes).

z. Improve Steele Creek Road & Proposed Access "R" (intersection 10R) as follows:

- i. Construct proposed access "R" with one westbound ingress lane (right-in only).

II. Standards, Phasing and Other Provisions.

a. CDOT/NCDOT Standards. All of the foregoing public roadway improvements will be subject to the standards and criteria of CDOT and NCDOT, as applicable, to the roadway improvements within their respective road system authority. It is understood that such improvements may be undertaken by the Petitioner on its own or in conjunction with other development or roadway projects taking place within the broad southwest Mecklenburg area, by way of a private/public partnership effort or other public sector project support.]

ii. Development Areas A, B, C, and D. The Petitioner will be allowed to obtain a certificate of occupancy for any one or all of the buildings located within Development Areas A, B, C and D upon the substantial completion of the improvements listed above in Section 5.I.a. - z. of these Development Standards.

c. Substantial Completion. Reference to "substantial completion" for certain improvements as set forth in the provisions of Section 5.II above shall mean completion of the roadway improvements in accordance with the standards set forth in Section 5.II.a above provided, however, in the event certain non-essential roadway improvements (as reasonably determined by CDOT) are not completed at the time that the Petitioner seeks to obtain a certificate of occupancy for building(s) on the Site in connection with related development phasing described above, then CDOT will instruct applicable authorities to allow the issuance of certificates of occupancy for the applicable buildings, and in such event the Petitioner may be asked to post a letter of credit or a bond for any improvements not in place at the time such a certificate of occupancy is issued to secure completion of the applicable improvements.

While the petition increases in trip generation beyond the threshold for a traffic impact study (TIS), the remaining transportation mitigations (above) and the anticipated internal capture of these uses, which support the larger retail entitlement, should be adequate to maintain the operations of the transportation system in the area that is relatively new. Additional intersection and access evaluation has not been identified at this time.

Outstanding Issues

1. The petitioner should add sheet RZ-4 from Rezoning 2013-001 that illustrates the transportation improvements listed above.

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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.

Revision Log

Date	Description	By
08-25-2016	First Review	CA
09-21-2016	Hearing Review	CA