

Rezoning Transportation Analysis

Petition Number: 2017-019

General Location Identifier: 199-59-109, 199-24-126

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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 located along a major thoroughfare just south of the I-485 interchange. The current site plan commits to construction of streetscape along Steele Creek frontage and a local street connection through the site. The mitigation measures as described in the outstanding issue are adequate to meet CDOT's expectation for this site. The petitioner should be aware that NCDOT's review of the traffic mitigations is not complete and misaligned mitigation measures may lead to delays during permitting to coordinate rezoning notes.

General Description

Site is located Steele Creek Rd/HWY 160 (major thoroughfare) between Outlets Blvd., a local street, and I-485 interchange.

Site is located in a Wedge outside Route 4.

Westside Strategy Area Plan and Dixie Berryhill Strategic Plan

Required Traffic Impact Analysis was performed by the petitioner. NCDOT is currently reviewing the study.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	0	Tax Record
Entitlement with Current Zoning	Single Family (12.52 acres of R-3)	37 dwellings	2130	General Guidance from Planning and RZ 2013-001
	Retail (0.92 acres of CC)	12,000 sf		
Proposed Zoning	Office	50,000 sf	45,874	Traffic Study: Steele Trojan
	Retail	6,000 sf		
	Convenience Store w/ Gas Pumps	16 full pumps		
	High-Turn. Sit-Down	16,500 sf		

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	Restaurants Fast Food Restaurant w/ Drive-Thru	6,500 sf		
	Office Retail High-Turn. Sit-Down Restaurants Coffee/Donut Shop w/ drive-thru	50,000 sf 6000 sf 27,500 sf 1,500 sf	6359	<i>Updated Traffic Study: Steele Trojan</i>

Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline. The location of the future curbline will be determined prior to public hearing.

Resolved Issues

1. The submitted traffic impact study does not adequately mitigate the transportation impacts of this development. The majority of the mitigations proposed were also proposed as part of the Charlotte Premier Outlets traffic study and were rejected by CDOT because the mitigations were unbalanced to favor vehicular movement. CDOT's goal is to provide a balance between vehicles, public transit, bikes, pedestrians and any other forms of transportation.

The petitioner should revise the traffic study to provide alternative, feasible mitigations to help alleviate the traffic created by the development and/or reduce the development intensity so that it can be accommodated within the existing transportation system.

Furthermore, rezoning petition 2017-023 is located on Steele Creek Rd and the traffic generated will affect the same study area. A traffic study is required for this case as well. CDOT requests both rezoning cases coordinate traffic studies and mitigations. (NCDOT and CDOT agreed to review the rezonings as separate cases)

2. The petitioner should revise the site plan to show 8 foot planting strip, 6 foot sidewalk, buffered bike lanes (3 foot buffer, 5 foot bike lane) on Steele Creek Rd/HWY 160.
3. The petitioner should remove note "f" in the Access and Transportation section. It does not pertain to this petition.
4. 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.
5. 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 or phased per the site's development plan.
6. The Petitioner should revise site plan note 4.I. Proposed Improvements, substantial completion, to include: "as reasonably determined by CDOT"
7. The Petitioner should revise site plan note "l" under Phasing and Substantial Compliance to specify any proposed phasing. If the road improvements are to be phased, the TIS will need to be phased as well to match the rezoning document. This will prevent delays during the permitting process.

Outstanding Issues

1. CDOT has reviewed the traffic study. The Petitioner should revise the site plan to include the following mitigations:
 - a. The proposed northbound thru lane on Steele Creek Rd at Shopton Rd West shall be minimum 500 feet long in advance of the intersection.

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- b. The third thru lane between Dixie River Rd and I-485 to be built by the petitioner as part of the development.

While CDOT has completed the review of the traffic study and provided the above mitigation requests, comments from NCDOT are not been finalized. CDOT recommends the petitioner wait until comments are coordinated as additional or changes to mitigations that may be required by NCDOT may conflict with rezoning notes and require adjustment of rezoning petition.

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
12-15-16	First Review	CAA
1-27-17	Second Review	CAA
2-24-17	Third Review	CAA